



CITY COUNCIL MEETING
AGENDA
7:00 PM - Tuesday, March 22, 2022
via Teleconference

Please Note: Per California Executive Order N-29-20, the City Council will meet via Telephone/Video Conference Only.

Telephone: 1-650-242-4929 Meeting ID: 146 486 0475

<https://webinar.ringcentral.com/j/1464860475>

AMENDED 03.15.2022

TO PARTICIPATE VIA VIDEO: Follow the link above. Members of the public will need to have a working microphone on their device and **must have the latest version of Ringcentral installed** (available at <http://www.ringcentral.com/download.html>). To request to speak, please use the “Raise hand” feature located at the bottom of the screen.

TO PARTICPATE VIA TELEPHONE: Members of the public may also participate via telephone by calling the number listed above. To request to speak, press *9 on your telephone.

TO SUBMIT WRITTEN COMMENTS: Prior to the meeting, comments on matters listed on the agenda may be emailed to PublicComment@losaltosca.gov. Emails sent to this email address are sent to/received immediately by the City Council. Please include a subject line in the following format:

PUBLIC COMMENT AGENDA ITEM ## - MEETING DATE

Correspondence submitted in hard copy/paper must be received by 2:00 PM on the day of the meeting to ensure distribution prior to the meeting. Correspondence received prior to the meeting will be included in the public record. .

Public testimony will be taken at the direction of the Mayor, and members of the public may only comment during times allotted for public comments.

AGENDA

CALL MEETING TO ORDER

ESTABLISH QUORUM

PLEDGE ALLEGIANCE TO THE FLAG

REPORT ON CLOSED SESSION

SPECIAL ITEM

- A. Commission Appointments:** Consider Commission applications and make appointments as appropriate (A. Chelemengos)

CHANGES TO THE ORDER OF THE AGENDA

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Members of the audience may bring to the Council's attention any item that is not on the agenda. Speakers are generally given two or three minutes, at the discretion of the Mayor. Please be advised that, by law, the City Council is unable to discuss or take action on issues presented during the Public Comment Period. According to State Law (also known as "The Brown Act") items must first be noted on the agenda before any discussion or action.

[Public](#) Comments Items Not on the Agenda

CONSENT CALENDAR

These items will be considered by one motion unless any member of the Council or audience wishes to remove an item for discussion. Any item removed from the Consent Calendar for discussion will be handled at the discretion of the Mayor.

- 1. Minutes:** Approve Minutes of the March 8, 2022 City Council Meeting (A. Chelemengos)
- 2. Design Contract Amendment:-Annual Storm Drain Improvements, Milverton Road, Project CD-01012:** Adopt Resolution authorizing the City Manager to execute an amendment on behalf of the City with Schaaf & Wheeler Consulting Civil Engineers in the amount of \$13,665 to provide additional consulting services for for design validation for the Annual Storm Drain Improvements, Milverton Road Drywells Project and up to 10% contingency funds of the total design cost in the amount of \$10,245 for additional construction support, if needed. (A. Trese)
- 3. Housing Element Annual Progress Report:** Receive Housing Element Annual Progress Report For Calendar Year 2021 and adopt Resolution of the City Council of the City of Los Altos accepting the Housing Element Annual Progress Report for Calendar Year 2021 and authorizing staff to submit the report to the Governor's Office of Planning and Research and The California Department of Housing and Community Development. (L. Simpson)

PUBLIC HEARINGS - None

DISCUSSION ITEMS

- 4. Story Pole Exemption Request PPR21-006:** -330 Distel Circle - EAH Housing - The City Council will consider a request for an exemption from the City's Story Pole policy for a for a 5-story, 64 feet tall, 90-unit, 100% affordable development proposal at 330 Distel Circle and if approved, adopt resolution granting an exception from the City's story pole policy and making findings of CEQA exemption pursuant to CEQA Guidelines Sections 15303 and/or 15061(b)(3) The applicant has submitted a pre-application for the proposed project.(L. Simpson/ R. Hayagreev)
- 5. El Camino Real Bike Lanes:** Consider and Adopt Resolution supporting Class IIB - Buffered Bicycle Lane Installation on El Camino Real – City Limits between Adobe Creek and ~500-FT

South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023; Approve Removal of Street Parking to Accommodate this Improvement. Lane restriping along El Camino Real for bicycle traffic is exempt from review under CEQA pursuant to CEQA Guidelines Section 15301 (Existing Facilities) in that it entails minor alterations to existing public facilities involving negligible or no expansion of existing or former uses, it would not create additional automobile lanes, and none of the circumstances described in CEQA Guidelines Section 15300.2 would apply. (M.Lee)

- 6. Housing Element:** Receive staff update on the status of the Housing Element Update (2023-2031) community engagement process, consultant contract, and next steps, and approve the expansion of the role of the Housing Element Council Subcommittee. (Council Initiated)
- 7. City of Los Altos Compensation Philosophy:** Consider proposed Compensation Policy and adopt or provide direction to staff. (I. Silipin)
- 8. Council Legislative Subcommittee Update And Potential Council Action:** Receive update from the City Council Legislative Subcommittee; discuss pending legislation. (Mayor Enander; Council Member Lee Eng)

INFORMATIONAL ITEMS ONLY

- A.** Tentative Council Calendar

COUNCIL/STAFF REPORTS AND DIRECTIONS ON FUTURE AGENDA ITEMS

ADJOURNMENT

(Council Norms: It will be the custom to have a recess at approximately 9:00 p.m. Prior to the recess, the Mayor shall announce whether any items will be carried over to the next meeting. The established hour after which no new items will be started is 11:00 p.m. Remaining items, however, may be considered by consensus of the Council.)

SPECIAL NOTICES TO THE PUBLIC

In compliance with the Americans with Disabilities Act, the City of Los Altos will make reasonable arrangements to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the City Clerk 72 hours prior to the meeting at (650) 947-2610.

Agendas Staff Reports and some associated documents for City Council items may be viewed on the Internet at <http://www.losaltosca.gov/citycouncil/online/index.html>.

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, and that are distributed to a majority of the legislative body, will be available for public inspection at the Office of the City Clerk's Office, City of Los Altos, located at One North San Antonio Road, Los Altos, California at the same time that the public records are distributed or made available to the legislative body.

If you wish to provide written materials, please provide the City Clerk with 10 copies of any document that you would like to submit to the City Council for the public record.



AGENDA REPORT SUMMARY

Meeting Date: March 22, 2022

Subject: Commission Appointments

Prepared by: Andrea M. Chelemengos, City Clerk

Reviewed by: Jon Maginot, Assistant City Manager

Approved by: Gabriel Engeland, City Manager

Attachment(s):
None

Initiated by:
City Council

Previous Council Consideration: None

Fiscal Impact:
None

Environmental Review:
Not applicable

Policy Question(s) for Council Consideration:
Does the Council wish to appoint the applicants to serve on the following Commissions?

- Complete Streets
- Environmental Commission
- Parks and Recreation Commission
- Public Arts Commission

Summary:
Below is a summary of the number of seats to be filled, the terms, number of applications received for each Commission, an alphabetical listing of the applicants. Eligible incumbents seeking re-appointment are indicated with an asterisk (*) following the applicant's name. All, but one of the applicant's invited to the interview were interviewed by the City Council on March 1, 2022.

City Manager
GE

Reviewed by:
City Attorney
JH

Finance Director
N/A



Subject: Commission Appointments – Complete Streets Commission, Environmental Commission, Parks and Recreation Commission, Public Arts Commission

COMPLETE STREETS COMMISSION: 3 full terms expiring march, 2026

- 4 applications received (1 new 3 incumbents*)
 - Stacy Banerjee*
 - Tom Gschneidner*
 - Nadim Maluf*
 - Scott Jacob Pietka

ENVIRONMENTAL COMMISSION: 4 full terms expiring in March 2026

- 5 applications received (2 new 3 incumbents*)
 - Tom Hecht
 - David J Klein*
 - Shiao ping Lu*
 - Carl van Reis
 - Donald Weiden*

PARKS AND RECREATION COMMISSION: 1 partial term expiring in March 2025

- 1 application received
 - Scott Spielman

PUBLIC ARTS COMMISSION: 1 partial term expiring September 2025

- 1 application received
 - Dana Tasic

Staff Recommendation:

Appoint applicants to fill the vacancies on the Complete Streets Commission, Environmental Commission, Parks and Recreation Commission and the Public Arts Commission.



Subject: Commission Appointments – Complete Streets Commission, Environmental Commission, Parks and Recreation Commission, Public Arts Commission

Purpose

To fill existing or upcoming, due to expiration of terms, Commission vacancies.

Background

The City Council appoints individuals to serve on the various City Commissions and one Committee.

Except for Senior and Youth Commissioners, members are appointed to four-year terms and may serve a total of two consecutive terms plus the fulfillment of an unexpired term should they be so appointed.

Discussion/Analysis

Currently there are two (2) vacancies and seven (7) Commission terms expiring March, 2022 resulting in the following nine (9) Commission seats to be filled:

Complete Streets Commission: 3 full terms expiring March 2026

Environmental Commission: 4 full terms expiring in March 2026

Parks And Recreation Commission: 1 partial term expiring in March 2025

Public Arts Commission: 1 partial term expiring September 2025

On March 1, 2022, the City Council interviewed all but one of the applicants.



PUBLIC CORRESPONDENCE

The following is public correspondence received by the City Clerk’s Office after the posting of the original agenda. Individual contact information has been redacted for privacy. This may *not* be a comprehensive collection of the public correspondence, but staff makes its best effort to include all correspondence received to date.

To send correspondence to the City Council, on matters listed on the agenda please email PublicComment@losaltosca.gov

March 7, 2022

VIA EMAIL

Los Altos City Council
Los Altos City Hall
1 North San Antonio Road
Los Altos, CA 94022

Re: Public Comment Agenda Item #12 - March 8, 2022 Meeting –
Commission Appointments

Dear Mayor Enander, Vice Mayor Meadows, Councilmember Lee Eng, Councilmember Weinberg, and Councilmember Fligor,

We are Los Altos residents and submit this unsolicited letter in support of Scott Spielman’s re-appointment to the Parks and Recreation Commission.

1. Mr. Spielman has demonstrated a commitment to representing the interests of the community at-large.

Section 4.1 of the City Council Norms and Procedures provides that commissioners represent the interests of the community at large. During his tenure as a commissioner on the Parks and Recreation Commission, Mr. Spielman was a role model of representing the interests of the community at large. As an example, when the commission was considering a site for a fenced-in dog park, many of us expressed our concern about the process during public comment. Mr. Spielman responded to our concern by proactively proposing a meeting with our neighborhood. He spent hours listening to our concerns and helping us understand the process. He also facilitated educating other commissioners about the concerns and issues we raised. His dedication to reaching out to residents was a role model for seeking to represent the interests of the community at-large. Moreover, we believe his efforts contributed to enabling the city to move forward with the plan that the City Council recently approved.

2. Mr. Spielman is uniquely qualified to serve on the Parks and Recreation Commission.

Mr. Spielman served on the commission for approximately 18 months. His effectiveness was recognized when he was elected Vice Chair. At a time when the Parks and Recreation Commission is considering many important matters, we believe the City Council and the commission will benefit from Mr. Spielman’s prior experience, familiarity with the current matters before the commission, as well as his pre-existing, positive working relationships with the current commission members.

We ask that each of you vote to re-appoint Mr. Spielman to the Parks and Recreation Commission. Thank you for your consideration.

Respectfully submitted,

Janet Corrigan¹, Harry Guy, Daryl Shafran, Michael Shafran, Mark Homan, Parisa Naserlavi, Sarah S. Shreve, and Kim Lorz

¹ Signatory submits this letter as a resident of Los Altos and not as a member of the Public Arts Commission

From: [Joe Beninato](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM #12 - MARCH 8, 2022
Date: Thursday, March 3, 2022 5:06:52 PM

Hello Los Altos City Council,

I watched the commission interviews Tuesday and today via video, and was very encouraged to see at least one resident who is relatively new to Los Altos volunteering to serve. I hope we can find a way to take advantage of the enthusiasm and energy of our new neighbors who might be running up against a full slate of incumbents returning to a commission. Hopefully there are other commissions you can interest them in considering.

I also noticed that one of the elements missing from the appointment considerations is feedback from their commission colleagues and staff liasons who work directly with the candidates. Many of us in our professional lives have experienced 360 degree reviews from our peers, subordinates and managers. I would hope that past performance of the incumbents and their relationships with other commissioners is somehow taken into account as you consider your appointments.

Thank you,

Joe

.....

Joe Beninato

From: [Bette H](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT - AGENDA ITEM 12 - Tuesday, March 8th
Date: Tuesday, March 8, 2022 4:29:04 PM

As Mark Twain once famously said, if I had more time I would have been more concise.

To: City Council, City Manager, City Staff, and Public Comments

Cc: PARC Chair Dailey (to forward to PARC)

I have significant concerns regarding the possible re-appointment of former PARC Commission Steven Spielman to the PARC Commission, which I will detail below. First, I wish to clearly state that I'm only speaking for myself - and I am thus sending this email from my personal address. Quite frankly I don't know to what extent my non-optimistic opinion regarding Mr. Spielman's candidacy may or may not represent the HDPPS steering committee or the off-leash supporter mailing list.

Some history: Mr. Spielman was on PARC when the off-leash pilot was designed and he stated in his March 1st commission interview that he was responsible for public outreach and that he did an excellent job of it. Mr. Spielman called particular attention to his public outreach work at Lincoln Park, Grant Park, and Heritage Oaks - all parks which ended up not being included in the pilot. How a pilot is designed and structured absolutely influences its results. Unless "no dog parks" is the City's goal, please consider carefully whether to re-appoint him.

Also if public outreach had been excellent, I still don't fully understand why the off-leash community's desires and needs were not acknowledged with respect to the chosen timeframes. During a relentlessly-difficult pandemic, we dog owners were expected to adhere to significantly limited inconvenient hours despite a field that was empty for most of each day. After the pilot closed, we learned the time constraints were designed to get us accustomed to sharing the field with Little League - although the league was on a hiatus of an unknown duration due to Covid 19. We were restricted to morning hours when many dog owners needed to help get their families and children ready for online work and school; preparing for work themselves; and then restricted to after-dark, mosquito-filled evening hours.

I spent at least 300 hours on the field for the six-month duration of the pilot (one hour in the morning and one hour in the evening) and during all that time I didn't meet a single off-leash dog owner who thought the pilot hours did an adequate job of considering our needs. The limited hours presented multiple issues and challenges including forced congestion leading to more barking due to dogs getting riled up by the crowding, making the occasional passerby feel threatened and/or uncomfortable, as well as scaring off more timid dogs and puppies, and making it more difficult for owners to control their dogs when group play became too intense.

The overcrowding also led to some aggressive interactions, which likely wouldn't have happened if we'd been allowed to use the parks throughout the day - easing congestion, noise and frustration on the part of people on the field, nearby neighbors and anyone passing by. And while admittedly our dogs and our galoshes had an impact on the grass - imho the bulk of the damage was due to standing water leading to a grub infestation which brought in flocks of crows and possibly some raccoons as well, as under-watering due to some broken irrigation lines. I'd call it a comedy of errors, except it wasn't funny.

As the owner of a now two-year-old dog, I have been following the dog park issue very closely. Mr. Spielman has also indicated a desire for more enforcement on several occasions. I remember a specific comment in the October 26, 2021 council meeting (which I located at the 3:29 time stamp) where Mr. Spielman stated the problems with the original implementation of Hillview were due to the recommendations not being completely followed. He said the City needed more of a team to monitor the pilot, "I believe the enforcement of the hours was inadequate and the field got more abuse than it should have because the hours were supposed to be limited."

From this statement, I gather a) Mr. Spielman doesn't understand that short hours didn't mean less use of the field - our dogs still needed to socialize and play - we just all had to go at the same time, which as above led to congestion, dog fights, and more; and b) neither did he understand how the limited hours led to an "us versus them" mindset between people who had previously been cordial-enough-and-even-friendly neighbors.

Even residents who didn't believe in the short time friends called police - probably to have some measure of control over the lack of fencing and the large influx of dog owners from all over the city who were looking for a safe-enough and legal place to off-leash. When opponents of off-leash can harass the off-leash community with constant police calls we end up with what near the end of the pilot felt like overtones of the Stanford Prison Experiment.

We dog owners are mostly highly capable adults with families, jobs, and multiple responsibilities. Do we really need to be supervised like a bunch of grade schoolers? What about acknowledging the pilot time constraints were overbearing and extremely inconvenient, in some cases precluding people's abilities to off-leash their dogs at all? And instead of overreaching enforcement - and creating an atmosphere of ill-will and harassment - we might have opened up the hours to all-day play - and added a fence along the north side for a protective barrier between off-leash activity and people walking by.

While many off-leash dog owners across our city have been warned on occasion by animal control or the police that they are in violation of dog ordinances, I've never heard anyone actually get fined. I think that's because the City isn't prepared and quite frankly doesn't have the resources to round us all up. Bring on the paddy wagons?? Once that hit the news, we might become the laughing stock of the country - as one of the most expensive places to live - but no safe and legal places for our dogs to play yet.

As for public outreach, maybe Mr. Spielman's work at the other parks was fine, but at Hillview I heard off-leashers say they would start reserving a budget to pay for fines. Others said they wish we could all just go back to being unlawful and ignored. What I say is this: we've reached a turning point where the City needs to make a choice on how to proceed. If the city appoints a PARC commissioner committed to increasing enforcement - the city should prepare to fully acknowledge that Los Altos is not meeting a basic need for possibly fifty percent of our residents.

Is the City willing to establish multiple off-leash parks throughout the city in the near term? Or should we continue with the current more gradual approach - the two parks in the works, with a second phase proposed for Hillview - and then possibly look for additional legal, safe, fenced play spaces further down the road. It has been a long and windy road to get here, but now the choices are pretty clear. Choosing a commissioner committed to enforcement, will force the city's hand to deal with this sooner than later.

With much more work needed to ensure a smooth-enough deployment of the Hillview and MPW dog parks, we need to treat this commission appointment like a real job and actively recruit for someone with high-level required skills and knowledge. We don't just need volunteers with good intentions, we need volunteers with good intentions and relevant skill sets - perhaps market or other research. While Mr. Speilman's public outreach work may well be the best thing in the history of Los Altos, we want a better future for our dogs.

Sincerely,

Bette Houtchens

Adelina Del Real

From: Bette H [REDACTED]
Sent: Tuesday, March 22, 2022 3:41 PM
To: Public Comment
Subject: Re: PUBLIC COMMENT - AGENDA ITEM 12 - Tuesday, March 8th // and Special Item - Tuesday, March 22nd

Categories: Yellow category

Again, if I had more time, I'd write more concisely...

To: City Council, City Manager, City Staff, PARC Commission and Public Comments

Scott Spielman reached out to speak with me yesterday. He gave me some additional context on his commission work as well as his public comments, so I'd like to share some thoughts on my March 8th public comments letter below. I just noticed that commission applications will be reviewed at tonight's council meeting, so I'll say I am no longer opposed to whether he is appointed to the PARC commission and I actually support him.

The two points of additional context concern 1) his public outreach efforts and 2) his 10/26/21 public comments regarding the use of enforcement during the Hillview pilot.

1. I admit I showed up at Hillview to off-leash my dog just as the pilot was getting underway so I didn't have a full understanding of why Hillview was the only site selected when I criticized his work. Scott told me that during his public outreach he worked with nearby neighbors at Heritage Oaks on both sides of the issue and the PARC commission actually voted 4:3 in favor of a pilot there, but it was nixed 3:2 by council. So he did what he could to get to "yes" at Heritage Oaks, but he wasn't part of the final decision. These are difficult community decisions with people strongly for and against off-leash, so we all play our parts and hold some responsibility for the outcomes.
2. In his public comments last October, Scott said, "I believe that the enforcement of the hours was inadequate and therefore I think the field got more abuse than it should have because our hours were supposed to be limited." In our conversation yesterday, he clarified that his stance on enforcement is generally more about protecting the public from vicious dogs, so the 10/26/21 statement doesn't give the full picture.

While I'm still vehemently opposed to the use of law enforcement to regulate severely limited off-leash time frames, and I don't think enforcing the time frames would have improved the condition of the field, *I am strongly supportive of protecting the public from vicious dogs.* There have been multiple cases of dog attacks - in at least a couple of cases dogs were killed. My own dog was attacked both in Palo Alto and in Mountain View. Also as the email hub for over 400 off-leash supporters these past seven months, I have a unique vantage point of what's happening with dogs here in Los Altos - and many of the stories are very concerning.

After listening to Scott's 10/26/21 public comments again, I noticed that he recommended pressing forward with the Hillview off-leash park while looking at other options, "If you were to stop this program you would eliminate something that's been in the works for 12 years and I believe that some of the issues like fencing and conditioning could be remedied."

There was actually an effort to fight for off-leash as far back as 2003, so it's been almost 20 years of struggle. Luckily, Council proceeded to authorize two dog parks, one in North Los Altos, one in South.

I strongly believe in safe, legal off-leash as a means to socializing, exercising, and protecting our dogs and the community at large. I also believe the need for off-leash spaces will increase as we add more housing - and thus more dogs - due to the new state mandates. Los Altos absolutely needs to press forward on this issue. Whatever happens with this commission appointment, we should also have a citizen’s advisory group - consisting of people from all sides of the debate, who are committed to working together in the best interests of the whole community.

If I’ve missed anything, I’m open to feedback and continuing the conversation.

Sincerely,

Bette Houtchens

On Tue, Mar 8, 2022 at 4:28 PM Bette H [REDACTED] wrote:

As Mark Twain once famously said, if I had more time I would have been more concise.

To: City Council, City Manager, City Staff, and Public Comments

Cc: PARC Chair Dailey (to forward to PARC)

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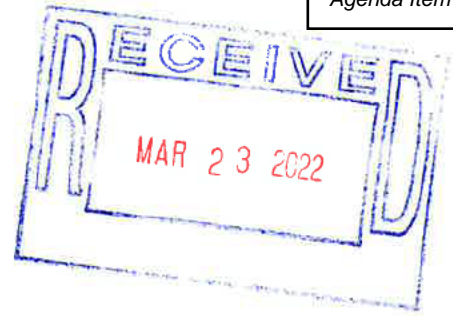
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Sincerely,

Bette Houtchens

March 18, 2022



Mr. Jonathan Weinberg
Los Altos City Council
Los Altos, CA. 94022

Re: Public Comment Special Agenda Item A (Commission Appointments) – March 22, 2022

Dear Councilmember Weinberg,

I write this unsolicited letter to urge you to support Scott Spielman's re-appointment to the Parks and Recreation Commission.

On March 9, 2021 when the City Council was considering the re-appointment of three Parks and Recreation Commissioners, you indicated that you would not support Vice Chair Scott Spielman's reappointment. Unfortunately, as we all later learned, the rationale for not reappointing Mr. Spielman was based on information that was not accurate.

At the March 23, 2021 City Council meeting, Mr. Spielman raised his concerns about an inaccurate recitation of his record being used to justify not re-appointing him to the commission. You demonstrated courage and integrity when you acknowledged your error and apologized publicly.

Everyone makes mistakes. A genuine apology, however, requires taking affirmative, corrective action. The vote on March 22 is an opportunity to demonstrate to residents that commission re-appointments are based on an accurate record of public service. Re-appointing Mr. Spielman would give residents an experienced, dedicated commissioner. Not only would this be in the best interests of Los Altos residents and homeowners, it would also establish the commission appointment process as one that members of the City Council desire to be based on an accurate factual record of public service.

In addition to ensuring the integrity of the commission appointment process, Mr. Spielman should be re-appointed because he is eminently qualified to serve. Mr. Spielman served on the commission for approximately 18 months and was named Vice Chair. He has experience with the commission, positive working relationships with current commissioners, and important background and familiarity with the issues that are presently before the commission.

Mr. Spielman is also the only candidate for the single open position on the Parks and Recreation Commission. To appoint anyone who did not prioritize the Parks and Recreation Commission in applying and who would not have Mr. Spielman's experience or his long-standing tenure as a resident would be a disservice to our community.

Finally, to the extent there is any question about Mr. Spielman's effectiveness, his demeanor, or his ability to be collaborative, I would encourage you to speak with Commissioner Teresa Morris who worked closely with him on the dog park subcommittee. Indeed, thanks to Commissioners Morris and former Commissioner Spielman's collaboration and dedication, the City Council has made progress on this important matter with the designation of dog parks at Hillview and McKenzie parks.

I appreciate your service to the community. That said, residents hope you will be receptive to this request to re-appoint Mr. Spielman to the Parks & Recreation Commission. When you campaigned, you told residents you would approach the challenges facing Los Altos with integrity, honesty and commitment. We hope you will seize this opportunity to follow through on this promise.

Thank you for your consideration,


Jim Jolly

March 18, 2022



Ms. Sally Meadows
Los Altos City Council
Los Altos, CA. 94022

Re: Public Comment Special Agenda Item A (Commission Appointments) – March 22, 2022

Dear Vice Mayor Meadows,

I write this unsolicited letter to urge you to support Scott Spielman's re-appointment to the Parks and Recreation Commission.

On March 9, 2021, when the City Council was considering the re-appointment of three Parks and Recreation Commissioners, you expressed concern about re-appointing Vice Chair Scott Spielman to the commission. The rationale you offered was that city staff had set a direction for the discussion of Halsey House at the February 10, 2021 meeting, but that Vice Chair Spielman took the conversation in a different direction. That was not accurate. As Mr. Spielman stated at the April 13, 2021 City Council meeting, staff knew exactly what the presentation would cover. In fact, as Mr. Spielman advised the City Council, Director Donna Legge confirmed to Mr. Spielman that the presentation fell within the scope of the discussion.

The vote on March 22 is an opportunity to demonstrate to residents that commission re-appointments are based on an accurate record of public service. Re-appointing Mr. Spielman would give residents an experienced, dedicated commissioner. Not only would this be in the best interests of Los Altos residents and homeowners, it would also establish the commission appointment process as one that members of the City Council desire to be based on an accurate factual record of public service.

In addition to preserving the integrity of the commission appointment process, Mr. Spielman should be re-appointed because he is eminently qualified to serve. Mr. Spielman served on the commission for approximately 18 months and was named Vice Chair by his fellow commissioners. He has experience with the commission, positive working relationships with current commissioners, and important background and familiarity with issues that are presently before the commission.

Mr. Spielman is also the only candidate for the single open position on the Parks and Recreation Commission. To appoint anyone who did not prioritize the Parks and Recreation Commission in applying and who would not have Mr. Spielman's experience or his long-standing tenure as a resident would be a disservice to our community.

Finally, to the extent there is any question about Mr. Spielman's effectiveness, his demeanor, or his ability to be collaborative, I would encourage you to speak with

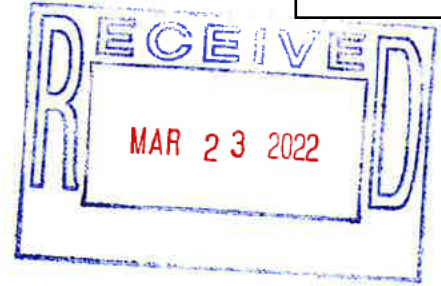
Commissioner Teresa Morris who worked closely with him on the dog park subcommittee. Indeed, thanks to Commissioner Morris and former Commissioner Spielman's collaboration and dedication, the City Council has finally made progress on this important matter with the designation of dog parks at Hillview and McKenzie parks.

I appreciate your service to the community. That said, residents hope you will be receptive to this request to re-appoint Mr. Spielman to the Parks & Recreation Commission.

Thank you for your consideration,


Jim Jolly

March 18, 2022



Ms. Neysa Fligor
Los Altos City Council
Los Altos, CA. 94022

Re: Public Comment Special Agenda Item A (Commission Appointments) – March 22, 2022

Dear Councilmember Fligor,

I write this unsolicited letter to request your support of Scott Spielman's re-appointment to the Parks and Recreation Commission.

On March 9, 2021 when the City Council was considering the re-appointment of three Parks and Recreation Commissioners, Councilmember Meadows and Councilmember Weinberg did not support the re-appointment of Vice Chair Scott Spielman to the commission. The rationale offered by Mr. Weinberg was proven to be unsupported by the facts. To his credit, Mr. Weinberg apologized. Similarly, Councilmember Meadows gave a rationale at the City Council meeting that was also proven to be without factual support by Mr. Spielman.

When individuals volunteer to serve on commissions, they do so based on a desire to serve our community. It is imperative that the process for commission appointments be transparent and based on facts. Mr. Spielman should have been re-appointed. Had the City Council acted on Mr. Spielman's actual record of service, he would have been re-appointed as both Mayor Enander and Councilmember Lee Eng supported Mr. Spielman's re-appointment.

The vote on March 22 is an opportunity to demonstrate to residents that commission re-appointments are based on an accurate record of public service. Re-appointing Mr. Spielman would not only correct an unfortunate decision that was not based on accurate information, it would also give residents an experienced, dedicated commissioner. Not only would this be in the best interests of Los Altos residents and homeowners, it would also establish the commission appointment process as one that is based on facts and, thus, fair.

In addition to preserving the integrity of the commission appointment process, Mr. Spielman should be re-appointed because he is eminently qualified to serve based on his experience with the commission and familiarity with important issues that are presently before the commission. Moreover, he is the only candidate for the single open position on the Parks and Recreation Commission. To appoint anyone who did not prioritize the Parks and Recreation Commission in applying and who would not have Mr. Spielman's experience or his long-standing tenure as a resident would be a disservice to our community.

During commission interviews last year, you stated that it was important for commissioners to respect each other and to work well together. To the extent you have any question or concern about Mr. Spielman's effectiveness, his demeanor, or his ability to be collaborative, I would encourage you to speak with Director Donna Legge or Commissioner Teresa Morris who both worked closely with Mr. Spielman on the dog park topic. Indeed, thanks to Commissioner Morris and former Commissioner Spielman's collaboration and dedication, the City Council has finally made progress on this important matter with the designation of dog parks at Hillview and McKenzie parks.

I appreciate your service to the community. That said, residents hope you will be receptive to this request to re-appoint Mr. Spielman to the Parks and Recreation Commission.

Thank you for your consideration.

Sincerely,



Jim Jolly

From: [Frank Martin](#)
To: [City Council](#); [City Manager](#); [Public Comment](#)
Subject: Solar Panel Fee Penalty - Itrm not on the agenda for next meeting
Date: Sunday, March 13, 2022 3:24:30 PM

Dear council members and staff:

The previous city council passed a natural gas ban by a 3-2 vote. Neysa Fligor voted YES while Lynette Lee Eng and Anita Enander voted NO. Strong opposition failed to win the day. In my opinion a better way to reduce global warming gasses would be to encourage solar panel use by homeowners.

Since that vote I installed solar panels that eliminated my small \$1,200 annual electricity bill by using an annual rent to own 4 kw panel system for \$780 annually. A better way to do my part I thought.

Now Governor Newsom has an order sitting on his desk to impose an annual flat fee of \$684 to every solar panel homeowner and also reduce the amount pays homeowners for their power that is generated.

These changes will make me pay more for electricity than if I did not have solar power! How dumb is that?

I urge you to contact Newsom and demand that he veto this PGE grab of our wallets. If not, I can only assume we will see a reduction in new solar panel use by homeowners.

Sincerely,
Frank Martin
Sent from my iPhone



PUBLIC CORRESPONDENCE

The following is public correspondence received by the City Clerk's Office after the posting of the original agenda. Individual contact information has been redacted for privacy. This may *not* be a comprehensive collection of the public correspondence, but staff makes its best effort to include all correspondence received to date.

To send correspondence to the City Council, on matters listed on the agenda please email PublicComment@losaltosca.gov

From: [Connie Miller](#)
To: [Public Comment](#)
Cc: [REDACTED]
Subject: PUBLIC COMMENT ITEM NOT ON THE AGENDA - 03/22/22
Date: Sunday, March 20, 2022 2:04:29 PM

I want to thank Vice Mayor Meadows and Councilmembers Fligor and Weinberg for passing the Los Altos Climate Action and Adaptation Plan (CAAP) at the last Council meeting on March 8.

I note the CAAP included a letter from Mayor Enander. I respectfully request that this letter be removed from the CAAP for two reasons. First, the letter did not address the high priority issues in the CAAP but rather deflected the focus on low priority actions with an implication that climate fluctuations are typical and our current climate crisis is no more than that. Second, the mayor did not vote to support the CAAP, and the letter seems incongruent given Mayor Enander's NO VOTE on the CAAP.

Please remove Mayor Enander's letter from the CAAP and replace it with a letter from one of the council members who had the forward thinking knowledge and courage to vote for the CAAP's adoption.

Connie Miller – Los Altos Resident



Please consider the environment before printing emails.

From: [Adeline Kopp](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT ITEM NOT ON THE AGENDA - 03/22/22
Date: Sunday, March 20, 2022 9:41:49 PM

Thank you Council Members Meadows, Fligor and Weinberg for passing the Los Altos Climate Action and Adaptation Plan at the March 8 Council meeting. As a high school student, I felt that the CAAP is important to my future. I appreciate the time that you all have put into making our community a contributor to a more sustainable planet.

Although a step in the right direction, the CAAP was drawn away from its great aspects by the letter from Mayor Enander. Not only did the letter not address the high priority issues in the CAAP, but the mayor did not vote to support the CAAP.

I respectfully request that this letter be removed from the CAAP.

Adeline Kopp

Los Altos

From: [Peter Mills](#)
To: [Public Comment](#); [City Council](#)
Subject: PUBLIC COMMENT ITEM NOT ON THE AGENDA - 03/22/22
Date: Sunday, March 20, 2022 10:24:24 PM

Dear City Council:

On March 8, at the City Council meeting, the council passed the Los Altos Climate Action and Adaptation Plan.

Mayor Enander's letter included in the CAAP does not mention any of the high priority issues in the CAAP, nor did the mayor vote to support the CAAP.

It seems to me that the city should not include the Mayor's letter in the CAAP.

Sincerely,

Peter Mills

Los Altos

From: [Young, Michael](#)
To: [City Council](#); [Public Comment](#)
Subject: PUBLIC COMMENT ITEM NOT ON THE AGENDA - 03/22/22
Date: Monday, March 21, 2022 8:16:31 PM

Thank you Council Members Meadows, Fligor, and Weinberg for passing the Los Altos Climate Action and Adaptation Plan at the March 8 Council meeting. This means a lot to me as I am a Los Altos High School student and the CAAP will contribute to a sustainable planet for my future and my classmates.

However, the CAAP included a letter from Mayor Enander. Not only did the letter not address the high-priority issues in the CAAP, but the mayor did not vote to support the CAAP!

I respectfully request that this letter be removed from the CAAP.

Sincerely,
Michael Young
Los Altos Resident
Los Altos High School Student



CITY COUNCIL MEETING MINUTES

7:00 PM - Tuesday, March 08, 2022

via Teleconference

CALL MEETING TO ORDER

At 7 :00 p.m. Mayor Enander Called the meeting to order

ESTABLISH QUORUM

PRESENT: Council Members Fligor, Lee Eng, Weinberg, Vice Mayor Meadows and Mayor Enander

ABSENT: None

PLEDGE ALLEGIANCE TO THE FLAG

Aadya Gupta, of Girl Scout Troop 60145 led the Council in the Pledge

REPORT ON CLOSED SESSION

None

SPECIAL ITEM

A. Proclamation in Recognition of Nowruz

Mayor Enander provided background information and presented the proclamation.

CHANGES TO THE ORDER OF THE AGENDA

Mayor Enander announced that staff had requested deferral of Agenda Item # 11 *Historic Resource Inventory (HRI)* and Council Member Meadows requested that Agenda Item # 10 - *Police Facility Study Session Follow Up* be consider following the Consent Calendar.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Roberta Phillips, Joe Beninato, Stan Wong, Gary Hedden, Toni Moos and Joan Muhfelder provided public comment.

CONSENT CALENDAR

1. **Minutes:** Approve Minutes of the February 22, 2022, City Council Meeting
2. **Quarterly Investment Portfolio Report :** Receive the Investment Portfolio Report through December 31, 2021.

3. **Final Map and Subdivision Agreement - 4848 El Camino Real:** Authorize the City Manager to execute the Subdivision Improvement Agreement and approve the Final Map for Tract Map #10552 - 4848 El Camino Real
4. **Professional Services Contract:** Adopt Resolution authorizing the City Manager to enter into a one-year contract extension with Maze & Associates, at a cost not to exceed \$52,175, for professional auditing services for the year ended June 30, 2022.
5. **Zoning Text Amendment Ordinance (ZTA 21-005)** Hold second reading and adopt Ordinance No. 2022-485 amending Titles 1 and 14 of the Los Altos Municipal Code relating to appeals, ongoing maintenance of required landscape features, inclusionary housing requirements for certain housing development projects, and density bonuses; consideration of CEQA exemption finding pursuant to CEQA Guidelines section 15061(b)(3); consideration of Planning Commission recommendation to study feasibility of proposed inclusionary housing requirements
6. **Annual Report from Independent Intake Official:** Receive annual report from Independent Intake Official regarding Police complaints
7. **Extension of Local Emergency:** Adopt Resolution extending the declaration of a local emergency due to the COVID-19 pandemic.

Upon motion made by Council Member Lee Eng, Seconded by Council Member Fligor, the Consent Calendar was approved 5-0 with the following roll call vote:

AYES: Council Member Fligor, Lee Eng, Weinberg, Vice Mayor Meadows, Mayor Enander
 NOES: None
 ABSENT: None
 ABSTAIN: None

PUBLIC HEARINGS - None

DISCUSSION ITEMS

8. **Historic Landmark Designation - American Legion Hall, 347 First Street:** Consider request of property owners to designate the American Legion Hall at 347 First Street as a Historic Landmark and adopt the Resolution making findings that the designation is categorically exempt from CEQA and designate 347 First Street as a Historic Landmark pursuant to Los Altos Municipal Code Section 12.44.070. The Historical Commission has recommended approval of this designation.(S. Gallegos)

Associate Planner Gallegos provided a Staff Report and answered questions from the Council.

Mike Garavaglia, Historical Architect, also provided information and answered questions from the Council.

William Bassett, Ken Newman, and Cindy Newman, representing the American Legion Post 558, provided information and answered questions from the Council.

The Mayor called for public comment.

Chris provided comments on the matter.

Following Council discussion, upon motion made by Council Member Lee Eng, Seconded by Council Member Fligor to adopt the Resolution making findings that the designation is categorically exempt from CEQA and designate 347 First Street as a Historic Landmark pursuant to Los Altos Municipal Code Section 12.44.070 passed with the following 5-0 roll call vote:

AYES: Council Member Fligor, Lee Eng, Weinberg, Vice Mayor Meadows, Mayor Enander
 NOES: None
 ABSENT: None
 ABSTAIN: None

- 10. Police Facility Study Session Follow Up:** Consider report, discuss, and provide direction to staff including adoption of a resolution authorizing the City Manager to allocate General funds in an amount not to exceed \$200,000 for the appointment of a Municipal Advisor, Ballot Measure Consultant, and a Polling Company and amending the Fiscal Year Operating Budget (G. Engeland)

City Manager Engelang provided background information and introduced John Kim from Stiefel Consulting, LLC who spoke on the matter and answered questions from the Council.

Mayor Enander called for public comment.

Roberta Phillips commented.

Council discussion commenced. There was Council support for exploring multiple funding options through the polling process. There was also concern expressed relative to the impact the Housing Element process may have on this matter.

Council Member Lee Eng expressed an interest in reviewing the polling question prior to polling and concern with the cost. She inquired if the process and cost could be split into parts and the expenditure not granted all at once.

At the conclusion of the discussion, a motion was made by Council Member Weinberg, Seconded by Vice Mayor Meadows to adopt the resolution authorizing the City Manager to allocate funds from the General Fund in an amount not to exceed \$200,000 for the appointment of a Municipal Advisor, Ballot Measure Consultant, and a Polling Company and amending the Fiscal Year Operating Budget. The motion passed 4-0-1 with the following roll call vote:

AYES: Council Member Fligor, Weinberg, Vice Mayor Meadows, Mayor Enander
 NOES: None
 ABSENT: None
 ABSTAIN: Council Member Lee Eng

At 9:14 p.m., Mayor Enander announced that Agenda Items #12 *Commission Appointments*, and #13 *Council Legislative Subcommittee Update And Potential Council Action* would be deferred to the next meeting. She then called for a brief recess at 9:15 p.m. At 9:27 p.m. the meeting was reconvened.

- 9. **2022 Climate Action and Adaptation Plan:** Consider and approve the 2022 Climate Action and Adaptation Plan (CAAP), an update to the 2013 Climate Action Plan (CAP) and make findings that the project is categorically exempt from CEQA pursuant to section 15308 as an action that will not have a significant impact on the environment, specifically, for the protection of the climate.

Interim Planning Services Manager Golden introduced consultant Ben Fordham who provided an overview of the the proposed plan and answered questions from the Council.

The following members of the public spoke: Gary Hedden, Connie Miller, Roberta Phillips, Kristel Wickman, Pete Dailey, Marty Liskowski, John M., and Teresa Morris.

Council discussion commenced.

Council Member Lee Eng and Mayor Enander expressed concern with the plan’s impact on and cost to the community as well as if enough public outreach, input, and education were conducted on the proposed plan. Mayor Enander also wondered if the plan had fully considered the area's projected population increases.

Following discussion, Council Member Fligor moved to approve the 2022 Climate Action and Adaptation Plan (CAAP), an update to the 2013 Climate Action Plan (CAP) and make findings that the project is categorically exempt from CEQA pursuant to section 15308. The motion was seconded by Vice Mayor Meadows and passed 3-2 with the following roll call vote:

- AYES: Council Members Fligor, Weinberg, and Vice Mayor Meadows
- NOES: Council Member Lee Eng and Mayor Enander
- ABSENT: None
- ABSTAIN: None

COUNCIL/STAFF REPORTS AND DIRECTIONS ON FUTURE AGENDA ITEMS

Council Member Fligor, with support from Council Members Weinberg and Vice Mayor Meadows, requested that the Reach Codes be placed on a future Council meeting for consideration.

INFORMATIONAL ITEMS ONLY

- A. Tentative Council Calendar

ADJOURNMENT

At 11:29 p.m., Mayor Enander adjourned the meeting.

Anita Enander MAYOR

ATTEST:

Andrea Chelemengos, CITY CLERK



AGENDA REPORT SUMMARY

Meeting Date: March 22, 2022

Subject Design Contract Amendment: Annual Storm Drain Improvements, Milverton Road, Project CD-01012

Prepared by: Andrea Trese, Associate Civil Engineer
Reviewed by: Aida Fairman, Engineering Services Manager
 Jim Sandoval, Engineering Services Director
Approved by: Gabriel Engeland, City Manager

Attachment:
 1. Resolution

Initiated by:
 Capital Improvement Plan – Annual Storm Drain Improvements, Project CD-01012

Previous Council Consideration:
 March 26, 2019

Fiscal Impact:
 \$13,665 and up to 10% contingency funds of the total design cost of \$102,448 in the amount of \$10,245

The following action will cost \$13,665, which will bring the total contract value to \$102,448. The following action will also add contingency funds of up to 10% in the amount of \$10,245 for additional construction support if needed.

- Breakdown of funds to be used:
 - o \$13,665 from funds previously allocated to CIP budget CD-01012 from the General Fund

Funding Source: General Fund

Project: Annual Storm Drain Improvements	CD-01012
Project balance from prior Years	12,492
Current Year Budget	950,000
Current request (design validation)	(13,665)
Current request (contingency funds for construction support)	(10,245)
Balance Available	\$928,337

City Manager <i>GE</i>	Reviewed By: City Attorney <i>JH</i>	Finance Director <i>JE</i>
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Subject: Design Contract Amendment: Annual Storm Drain Improvements, Milverton Road, Project CD-01012

Environmental Review:

Categorically Exempt pursuant to CEQA Section 15061(b)(3) - The City Council previously approved the award of the design contract. No changes to the design scope are proposed at this time. Therefore, it can be seen with certainty that the contract amendment will not pose a significant effect on the physical environment, and none of the circumstances in CEQA Guidelines Section 15300.2 applies.

Policy Question(s) for Council Consideration:

- Not applicable

Summary:

- The amendment to the existing agreement with Schaaf & Wheeler Consulting Civil Engineers causes the total contract value to exceed the \$100,000 limit, which requires authorization by Council
- The services covered in this amendment provide design validation for the Milverton Road drywells project, which was deferred during 2020 due to budget constraints during the COVID-19 pandemic

Staff Recommendation:

Authorize the City Manager to execute an amendment on behalf of the City with Schaaf & Wheeler Consulting Civil Engineers in the amount of \$13,665 to provide additional consulting services for for design validation for the Annual Storm Drain Improvements, Milverton Road Drywells Project and up to 10% contingency funds of the total design cost in the amount of \$10,245 for additional construction support, if needed



Subject: Design Contract Amendment: Annual Storm Drain Improvements, Milverton Road, Project CD-01012

Purpose

Authorize the City Manager to execute an amendment on behalf of the City with Schaaf & Wheeler in the amount of \$13,665 and to provide additional consulting services for additional survey, potholing, and design validation for the Annual Storm Drain Improvements, Milverton Road Drywells Project up to 10% contingency funds of the total design cost in the amount of \$10,245 for additional construction support, if needed.

Background

The 2016 Stormwater Master Plan identified and prioritized areas for storm drainage infrastructure improvements. The Milverton Road Drywells Project was prioritized in the plan due to historic flooding in the street. Drywells are able to improve drainage infrastructure without requiring piped connections to the storm drain system. Drywells also benefit local creeks by reducing urban stormwater runoff pollution.

The original design services agreement with Schaaf & Wheeler was executed on March 8, 2018 in the amount of \$54,913. The first amendment to the agreement was executed on August 16, 2018 in the amount of \$17,000 for additional services including potholing locations in the field to collect data on potential utility conflicts. The second amendment to the agreement in the amount of \$16,780 was executed in April 2019 to perform additional land surveying, potholing, and design needed to address information gaps and additional design considerations to optimize the project plan.

Discussion/Analysis

The CIP budget for the Annual Storm Drain Improvements project was deferred in 2020 due to financial constraints arising from the COVID-19 pandemic. Consequently, the Milverton Road Drywells Project design finalization and construction was deferred. Most of the design services (contract total of \$88,782 prior to Amendment No. 3) were completed and paid prior to the project being put on hold.

The project is now near design completion but requires this Amendment No. 3 for design validation since the initial design work was performed four years ago. The up to 10% design contingency is recommended for construction phase support.

Recommendation

The staff recommends that the City Council authorize the City Manager to execute an amendment on behalf of the City with Schaaf & Wheeler in the amount of \$13,665 for the additional design validation services plus up to 10% contingency funds of the total design cost in the amount of \$10,245.

RESOLUTION NO. 2022-__

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS
AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT No. 3
WITH SCHAAF & WHEELER FOR MILVERTON STORM DRAIN
IMPROVEMENTS NOT TO EXCEED \$13,665 AND UP TO 10%
CONTINGENCY FUNDS NOT TO EXCEED \$10,245**

WHEREAS, the City has secured Schaaf & Wheeler to perform certain professional and technical services for the Milverton Storm Drain Improvements Project (engineering department); and

WHEREAS, the initial agreements did not require City Council approval, as they did not exceed the \$100,000 threshold for City Manager approval; and

WHEREAS, the project requires additional design validation services and will likely require additional construction support over the amount originally proposed; and

WHEREAS, to ensure completion of the design validation and construction support for the Milverton Storm Drain Improvements Project, the City is requesting City Council authorize the City Manager to execute Amendment No. 3 with Schaaf & Wheeler for said project; and

WHEREAS, the City Council previously approved the award of the design contract; no changes to the design scope are proposed at this time; it therefore can be seen with certainty that the contract amendment will not pose a significant effect on the physical environment; and none of the circumstances in CEQA Guidelines Section 15300.2 applies.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby

1. Authorizes the City Manager to execute Amendment No. 3 to the Master Services Agreement in an amount not to exceed \$13,665 and up to 10% contingency funds not to exceed \$10,245 to provide additional design validation services and construction support.
2. Authorizes the City Manager to take such further actions as may be necessary to implement the foregoing agreement.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the 22nd day of March, 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Anita Enander, MAYOR

Attest:

Andrea Chelemengos, MMC, CITY CLERK



AGENDA REPORT SUMMARY

Meeting Date: March 22, 2022

Subject: Housing Element Annual Status Report

Prepared by: Steve Golden, Interim Planning Services Manager

Reviewed by: Laura Simpson, Interim Community Development Director

Approved by: Gabriel Engeland, City Manager

Attachment(s):

1. Housing Element Annual Progress Report Resolution
2. [Housing Element Annual Progress Report \(Calendar Year 2021\)](#) (Excel File)
3. Housing Element Annual Progress Report (Calendar Year 2021) (Saved as PDF files)

Initiated by:

Staff

Previous Council Consideration:

None

Fiscal Impact:

None anticipated

Environmental Review:

This is exempt from environmental review pursuant to CEQA Guidelines Section 15061(b)(3) because there is no possibility that receiving an update on the Housing Element’s Programs status will have a significant effect on the environment. As a separate and independent basis, this report is also exempt under CEQA Guidelines Section 15378(b)

Policy Question(s) for Council Consideration:

None as the city is required to submit the Housing Element Annual Progress Report to the state each year. The City Council is being asked to receive the report and provide the public with an opportunity to comment on the status of the Housing Element’s Programs.

Summary:

- Provides an update on the status and progress implementing the city’s Housing Element; and
- Gives the public an opportunity to provide oral testimony and written comment.

Staff Recommendation:

City Manager

GE

Reviewed By:

City Attorney

JH

Finance Director

JE



Subject: Housing Element Annual Progress Report (Calendar Year 2021)

Receive the progress report, provide the public with an opportunity to provide oral testimony or written comment, and approve the resolution authorizing staff to submit the report to the state as required by law.

Purpose

Provides the public with an opportunity to give oral testimony and written comment and the City Council with an update on the status of the Housing Element’s Programs.

Background

Pursuant to Government Code Section 65400, each city and county is required to prepare a Housing Element Annual Progress Report (APR) on the status and progress in implementing its housing element. The APR must be prepared using forms and definitions adopted by the California Department of Housing and Community Development (HCD). The forms were first implemented in 2010 and the forms have been updated with data requirements in intervening years since then, plus other revisions have been included to enhance and improve the forms. The APR is meant to serve as a tool for tracking housing production data and the progress of a jurisdiction’s Housing Element implementation. The city of Los Altos 2015-2023 Housing Element was adopted by the City Council in March 2015 and certified by HCD the following October. The Housing Element is to be updated on an eight-year cycle as provided for by the regional planning oversight of the Association of Bay Area Government’s compliance with SB 375 the Sustainable Communities and Climate Protection Act. Without this structure, housing elements must be updated on five-year cycles.

Discussion

The city of Los Altos Housing Element APR for Calendar Year (CY) 2021 is attached. To ensure accountability with respect to housing production in 2021, Table A reports on housing development applications that were submitted to the city in 2021. It should be noted that for the column “Date Application Submitted”, HCD’s definition for “application submitted” means an application submittal that has been determined complete by the jurisdiction. HCD instructs users that if the application was incomplete at the time of submittal, then to enter the date the application was determined complete by the city. Therefore, if an application was submitted to the city in 2021, but was not determined complete until 2022, it would not be included in this table. Table A2 includes the annual building activities including new construction (building permits issued), projects entitled (planning entitlement), and completed units (certificates of occupancy or final inspections). These tables include each housing site identified by assessor’s parcel number and address, and contains a variety of data including but not limited to: type/category of housing units, tenure, affordability level, deed restrictions, and density bonus eligibility. For the CY2021 APR the following qualifications apply to the data reported:



Subject: Housing Element Annual Progress Report (Calendar Year 2021)

- Housing projects where there is no net gain in residential units have been excluded. For example, where a parcel is demolishing one single-family residence and replacing it with one single-family residence have been excluded from the tables.
- The affordability level for ADUs (issued building permits only) have been assigned an income category based on a statewide survey of ADUs and further research conducted by the Association of Bay Area Government (ABAG). For communities with Fair Housing concerns, ABAG has recommended the following assumptions to apply to the affordability of ADUs for communities with Fair Housing concerns: 5% very low income, 30% low income, 50% moderate income, and 15% above moderate income.

With regards to the city’s progress in meeting the Regional Housing Needs Allocation (RHNA), Table B summarizes the Permitted Units Issued by Affordability and incorporates the previous reporting years. The Summary table, attached, provides a summary of the housing production numbers for the CY2021 APR. Progress on Housing Element program implementation is summarized in Table D. Housing Element programs are listed with a brief explanation regarding progress made in the reporting year. Note that many programs continue to be addressed on an on-going basis, while other are complete.

The Housing Element APR was provided to the Planning Commission at their March 17th meeting.

Recommendation

Receive the progress report, provide the public with an opportunity to provide oral testimony or written comment, and approve the resolution authorizing staff to submit the report to the state as required by law.

RESOLUTION NO. 2022-___

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS
ACCEPTING THE HOUSING ELEMENT ANNUAL PROGRESS REPORT
FOR CALENDAR YEAR 2021 AUTHORIZING STAFF TO SUBMIT THE
REPORT TO THE GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
AND THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY
DEVELOPMENT**

WHEREAS, California Government Code Section 65400 requires the planning agency to provide an annual report to the City Council, the Governor's Office of Planning and Research and the State Department of Housing and Community Development (HCD) regarding progress toward implementation of the housing element of the general plan; and

WHEREAS, planning staff has prepared an annual progress report for the calendar year 2021, utilizing the prescribed forms and instructions provided by the State Department of Housing and Community Development; and

WHEREAS, the City Council held a duly noticed public meeting on March 22, 2022; and

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby receives and accepts the annual progress report on the Housing Element, attached and incorporated by reference herein, and authorizes staff to forward the report to the Governor's Office of Planning and Research and the State Department of Housing and Community Development pursuant to Government Code Section 65400.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the 22nd day of March 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Anita Enander, MAYOR

Attest:

Andrea Chelemengos, CMC, CITY CLERK

Jurisdiction	Los Altos	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
 (CCR Title 25 §6202)

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.
 Please contact HCD if your data is different than the material supplied here

Table B														
Regional Housing Needs Allocation Progress														
Permitted Units Issued by Affordability														
Income Level	RHNA Allocation by Income Level	2									3	4		
		2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date (all years)	Total Remaining RHNA by Income Level		
Very Low	Deed Restricted	1	-	-	-	-	-	-	-	-	-	-	-	-
	Non-Deed Restricted	-	-	-	-	-	-	-	3	-	-	-	4	165
Low	Deed Restricted	17	-	-	-	-	-	-	2	-	-	-	38	61
	Non-Deed Restricted	-	-	-	-	-	-	-	19	-	-	-	-	-
Moderate	Deed Restricted	-	-	-	-	-	-	-	6	-	-	-	38	74
	Non-Deed Restricted	1	-	-	-	-	-	-	31	-	-	-	-	-
Above Moderate		97	224	9	49	-	107	23	58	-	-	-	470	-
Total RHNA		477												
Total Units			243	9	49	-	107	23	119	-	-	-	550	300

Note: units serving extremely low-income households are included in the very low-income permitted units totals and must be reported as very low-income units.
 Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th cycle, Table B will include units that were permitted since the start of the planning period.
 Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

HOUSING ELEMENT ANNUAL PROGRESS REPORT (APR) INSTRUCTIONS

INTRODUCTION

Note: Some instructions and definitions can be found in the column headers of the tables. (Cells with red marke
Government Code section 65400 requires that each city, county, or city and county, including charter cities, prepare an annual progress report (APR) on the status of the housing element of its general plan and progress in its implementation, using forms and definitions adopted by the Department of Housing and Community Development (HCD). The following form is to be used for satisfying the reporting requirements of Government These forms and instructions, originally adopted March 27, 2010, have been updated to incorporate new Housing Element APR requirements pursuant to Chapter 374, Statutes of 2017 (Assembly Bill 879); Chapter 366, Statutes of 2017 (Senate Bill 35), Chapter 664, Statutes of 2019 (Assembly Bill 1486), Chapter 159, Statues of 2019 (Assembly Bill 101), Chapter 661, Statutes of 2020 (Assembly Bill 1255), Chapter 15, and Statutes of 2020

How to submit the Housing Element Annual Progress Report (APR)

The APR must be submitted to the Department of Housing and Community Development (HCD) and the Governor’s Office of Planning and Research (OPR) on or before April 1 of each year using the forms and tables specified by HCD. The APR provides information for the previous calendar year and must be submitted separately to both HCD and OPR (Gov. Code, § 65400.). There are two methods available for submitting APRs: 1. Online Annual Progress Reporting System - This allows jurisdictions to upload directly into HCD’s database, limiting the risk of errors. To use the online system, email APR@hcd.ca.gov, and request login information for your jurisdiction. *Please note: Using the online system only provides the information to HCD. The APR must still be submitted to OPR. Their email address is opr.apr@opr.ca.gov.*

2. Email - JURISDICTIONS COMPLETE THE EXCEL APR FORMS AND SUBMIT TO HCD AT APR@hcd.ca.gov AND TO OPR AT opr.apr@opr.ca.gov. When using the email method, send the electronic version as an Excel workbook attachment. Do not send a scanned copy of the tables. In addition to submitting Housing Element APRs, jurisdictions must also submit General Plan Annual Progress Reports to both HCD and OPR. Please email these documents to APR@hcd.ca.gov and opr.apr@opr.ca.gov.

NOTE: When submitting successor entity reporting data as required pursuant to California Health and Safety Code 34176.1, the data must be identified as an addendum to the APR and emailed to APR@hcd.ca.gov concurrently with the APR submittal. When using the online system, this report should be sent separately to the APR email box to satisfy the Government Code section 65400 reporting requirement.

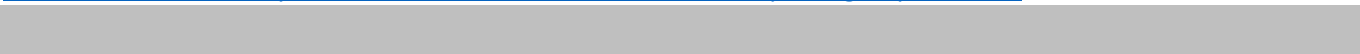


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DEFINITIONS

1. "Above moderate income" means households earning more than 120 percent of area median income.
 2. Annual progress report (APR) means the housing element annual progress report required by Government Code section 65400 and due to HCD by April 1 of each year reporting on the prior calendar year's
 3. Application submitted means an application submitted that has been determined complete by the jurisdiction
 4. "Area Median Income (AMI)" means the median household income based on household size of a geographic area of the state, as annually updated by the California Department of Housing and Community Development (HCD), pursuant to Health and Safety Code section 50093.
 5. "Certificate of occupancy date" is the date(s) the certificate(s) of occupancy, or other evidence of readiness for occupancy (e.g., final inspection, notice of completion), was/were issued.
 6. "Committed Assistance" is when a local government has entered into a legally enforceable agreement within a specific timeframe spanning from the beginning of the RHNA projection and may be executed throughout the planning period. Committed Assistance includes obligating funds or other in-kind services for affordable units available for occupancy within two years of the agreement.
 7. Completed entitlement means a housing development or project which has received all the required land use approvals or entitlements necessary for the issuance of a building permit. This means that there is no additional action required to be eligible to apply and obtain a building permit
 8. "Density Bonus" as defined in Government Code section 65915.
 9. "Extremely low-income" means a household earning less than 30 percent of area median income pursuant to Health and Safety Code, section 50105.
 10. Infill housing unit is defined as being a unit located within an urbanized area or within an urban cluster on a site that has been previously developed for urban uses, or a vacant site where the properties adjoining at least two sides of the project site are, or previously have been, developed for urban uses. For the purposes of this definition, an urbanized area or an urban cluster is as defined by the United States Census Bureau
 11. "Locality" or "local government" means a city, including a charter city, a county, including a charter county, or a city and county, including a charter city and county.
 12. "Lower-income or Low-Income" means a household earning less than 80 percent of area median income pursuant to Health and Safety Code, section 50079.5.
 13. "Moderate income" means households whose income does not exceed 120 percent of area median income pursuant to Health and Safety Code, section 50093.
 14. Permitted units mean units for which building permits for new housing construction have been issued by the local government during the reporting calendar year. For this purpose, "new housing unit" means housing units as defined by the Department of Finance for inclusion in the Department of Finance's annual "E-5 City/County Population and Housing Estimates" report, which is the same as the Census definition of a housing unit
- Note: Accessory dwelling units (ADU) and junior accessory dwelling units (JADU) pursuant to Government Code sections 65852.2 and 65852.22 meet the definition above.

- 15. "Production report" or "Annual Progress Report (APR)" means the information reported pursuant to subparagraph (D) of paragraph (2) of subdivision (a) of Section 65400 of Government Code.
- 16. Project or Development refers to a housing related activity where new construction of a unit(s) is proposed or has had a building permit and/or certificate of occupancy issued during the reporting calendar year. This may include single family, mixed use, multifamily, accessory dwelling unit, or any other developments where housing units, as defined by the U.S. Census Bureau and the California Department of Finance, are a component of the project.
- 17. "Realistic Capacity" means an estimate of the number of units that can be accommodated on each site in the inventory. The estimate must include adjustments to reflect land use controls and site improvement requirements but may rely on established minimum density standards.
- 18. Reporting period means the prior calendar year's activities for the housing element annual progress report required by Government Code section 65400 and due to HCD by April 1 of each year and utilized to create the determination for which locality is subject to the Streamlined Ministerial Approval (SB35 Streamlining) Provisions.
- 19. "RHNA" means the local government's share of the regional housing need allocation pursuant to Government Code section 65584 et seq.
- 20. Unit Category: type of units that are classified under the following categories:
 - **Single Family-Detached Unit (SFD)**- a one-unit structure with open space on all four sides. The unit often possesses an attached garage.
 - **Single Family-Attached Unit (SFA)**- a one-unit structure attached to another unit by a common wall, commonly referred to as a townhouse, half-plex, or row house. The shared wall or walls extend from the foundation to the roof with adjoining units to form a property line. Each unit has individual heating and plumbing
 - **2-, 3-, and 4-Plex Units per Structure (2-4)**- a structure containing two, three, or four units and not classified as single-unit attached structure.
 - **5 or More Units per Structure (5+)**- a structure containing five or more housing units.
 - **Accessory Dwelling Unit (ADU)** - means a unit that is attached, detached or located within the living area of the existing dwelling or residential dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel on which the single-family dwelling is situated pursuant to Government Code section 65852.2. An ADU also includes the following: an efficiency unit, as defined in Section 17958.1 of the Health and Safety Code
 - **Mobile Home Unit/Manufactured Home** – a one-unit structure that was originally constructed to be towed on its own chassis. *Please note: Spaces in a mobile home park can be counted towards RHNA, if the spaces counted are new hook-ups/spaces rather than new mobile home park residents moving onto existing lots.*
- 21. "Very low-income" means households earning less than 50 percent of area median income pursuant to Health and Safety Code, section 50105.

AUTHORITY CITED: Government Code section 65400.

FORM INSTRUCTIONS GENERAL INFORMATION

Fields in gray auto-populate. No data entry is needed.

Some of the cells are locked to ensure data can be automatically uploaded to the online system.

Tables A and A2 of the worksheet are currently configured to accept up to 1,000 lines of data. Insert rows if Projects are now tracked at all stages of development, from initial application to final certificate of occupancy.

All dates must be entered as month/date/year (e.g., 6/1/2018).

The form works best with macros enabled in Excel.

Begin with the "Start Here" tab, as previous years' information will pre-populate in Table B after the

START HERE

Enter general contact and report information in the “Start Here” tab.

It is important to start with this worksheet because the answers entered will affect how information is displayed (e.g. permit numbers from prior years are pre-populated when jurisdiction’s name is entered).

Information to enter includes:

- City or County name
- Reporting calendar year (e.g., 2019). *Please note: The reporting year will always be from January 1 – December 31 of the previous year.*
- Contact person
- Title
- Email
- Phone
- Mailing address

This sheet includes instructions regarding submitting the Housing Element APR to HCD and OPR.

TABLE A

Housing Development Applications Submitted

Only include data on housing units and developments for which an application was deemed complete between January 1st and December 31st of the reporting year identified on the “Start Here” tab. In table A, an “application” is a formal submittal of a project for approval. This application is either an application for a discretionary entitlement, or where only a ministerial process is required (e.g., zoned by right).

1. Project Identifier: Include the Current Assessor Parcel Number (APN) and street address. The Prior APN, Project Name and Local Jurisdiction Tracking ID are optional.

- Prior APN – Enter an APN previously associated with the parcel, if applicable (optional field).
- Current APN – Enter the current available APN. If necessary, enter additional APNs in the notes section field
- Street Address – Enter the number and name of street.
- Project Name – Enter the project name, if available (optional field).
- Local Jurisdiction Tracking ID – This may be the permit number or other identifier (optional field).

2. Unit Types: Each development should be categorized by one of the following codes. Refer to “Unit Category” in the Definitions section for additional descriptions. Use the drop-down menu to select one of the following

- SFA (single-family attached unit)
- SFD (single-family detached unit)
- 2-4 (two- to four-unit structures)
- 5+ (five or more unit structure, multifamily)
- ADU (accessory dwelling unit)
- MH (mobile home/manufactured home)

3. Tenure: Identify whether the units within the development project are either proposed or planned at initial occupancy for either renters or owners. Use the drop-down menu to select one of the following options:

- Renter occupant (R) or
- Owner occupant (O)

4. Date Application Submitted: Enter the date the housing development application was submitted. If the application was incomplete at the time of submittal, enter the date the application was determined complete by the local government (refer to “application submitted” under definitions). Enter date as month/day/year (e.g.,

5. Proposed Units Affordability by Household Incomes: For each development, list the number of units proposed in the application by affordability level and whether the units are deed restricted or non-deed restricted. Refer to the Definitions section for additional descriptions:

Very low-income households: 0-50% AMI

Low-income households: 50-80% AMI

Moderate-income households: 80-120% AMI

Above-moderate households: above 120%

[To verify income levels, refer to the income limit charts on HCD’s website at http://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits.shtml](http://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits.shtml) (see section for Official State Income

6. Total Proposed Units by Project: This field auto-populates with the total number of units proposed, as entered in #5 (total of deed restricted & non-deed restricted units for Very Low-, Low-, Moderate- and Above

7. Total Approved Units by Project: Enter the number of units that the jurisdiction approved for this project

8. Total Disapproved Units by Project. If the project is denied or total number of units is reduced, please enter the number of units denied or reduced. This value should equal Total Proposed Units by Project minus “Total Approved Units by Project.”

9. Was “Application Submitted” pursuant to Government Code section 65913.4, subdivision (b) (Streamlined Ministerial Approval Process (SB 35 Streamlining))? Use the drop-down menu to select one of the following

- No
- Yes – But no action taken
- Yes – Approved
- Yes – Denied

10. Was a Density Bonus application received for this project? Answer yes or no.

11. Was the Density Bonus application approved for this project? Answer yes or no.

12. Please indicate the status of the application. Use the drop-down to select one of the following options:

- Approved
- Pending
- Disapproved

13. Notes: Use this field to enter any applicable notes about the project or development. Completion of this field

TABLE A2

Annual Building Activity Report Summary – New Construction, Entitled, Permits and Completed Units

Fields 1 through 15 Housing Development Information

This table requires information for very low, low, moderate and above moderate income housing affordability categories and for mixed-income projects. Include data on net new housing units and developments that have

- An entitlement
- A building permit
- A certificate of occupancy or other form of readiness that was issued during the reporting year.

Please note: Only building permits are used for the purposes of determining progress towards RHNA (fields 7, 8 and 9 of this table, described below).

New housing units : For the APR, “new housing unit” means housing units as defined by the Department of Finance for inclusion in the Department of Finance’s annual “E-5 City/County Population and Housing Estimates” report, which is the same as the census definition of a housing unit.

Development activity spanning multiple years : It is highly likely that the same project will be reported in multiple years of APRs. For example, a project should be listed in three separate APRs if it is entitled in one year, receives the building permit next year, and the certificate of occupancy in the year following.

In scenarios where development activity spans multiple years, the jurisdiction should only report activity that occurred within the reporting year. For example, if a project received building permits in 2018 , but received entitlements in 2017 , the 2018 APR should only report the building permit information (fields 7, 8 and 9), and

Separate living quarters : A house, an apartment, a mobile home, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall. For vacant units, the criteria of separateness and direct access are applied to the intended occupants whenever possible.

Please note: Group quarters facilities, such dormitories, student housing, bunkhouses, and barracks cannot be counted as housing units.

Net new units: If a building is being demolished to build the new units, the APR should report net new units. For example, if 10 units are being demolished on a site to build a 100-unit building, the APR should report 100 new units and 10 units in the demolished/destroyed column. In the case of new construction where fewer units are being built than were there previously, do not report negative permits.

To assist in reporting demolished/destroyed units, refer to section number 20 below (Table A2, column 20).

All new unit information is to be listed in the following fields:

Fields 1 through 3 – Project Identifier and Unit Types

1. Project Identifier: Include the Current Assessor Parcel Number (APN) and street address. The prior APN, project name or local jurisdiction tracking ID are optional.

- Prior APN – Enter an APN previously associated with the parcel, if applicable (optional field).
- Current APN – Enter the current available APN. This field allows a maximum of 40 characters. If necessary enter additional APNs in the notes section field number 21.
- Street Address – Enter the number and name of street.
- Project Name – Enter the project name, if available (optional field).
- Local Jurisdiction Tracking ID – This may be the permit number or other identifier (optional field).

2. Unit Category Codes: Each development should be categorized by one of the following codes: Refer to “Unit Category” in the Definitions section for additional descriptions. Use the drop-down menu to select one of the

- SFA (single-family attached unit)
- SFD (single-family detached unit)
- 2-4 (two- to four-unit structures)
- 5+ (five or more unit structure, multifamily)
- ADU (accessory dwelling unit)
- MH (mobile home/manufactured home)

3. Tenure: Identify whether the units within the development project are either proposed or planned at initial occupancy for either renters or owners. Use the drop-down menu to select one of the following options:

- Renter occupant (R) or
- Owner occupant (O)

Fields 4 through 6 – Completed Entitlement

4. Affordability by Household Income – Completed Entitlement: For each development, list the number of units that have been issued a completed entitlement during the reporting year by affordability level and whether the units are deed restricted or non-deed restricted. Refer to the Definitions section for additional descriptions:

- Very low-income households: 0-50% AMI
- Low-income households: 50-80% AMI
- Moderate-income households: 80-120% AMI
- Above-moderate households: above 120%

To verify income levels, refer to the income limit charts on HCDs website at <http://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits.shtml> (see section for Official State Income

5. Entitlement Date Approved: Enter the date within the reporting year that all required land use approvals or entitlements were issued by the jurisdiction; leave blank if entitlement was approved outside the reporting year. Enter date as month/day/year (e.g., 6/1/2018). Refer to definition of “Completed Entitlement.”

6. # of Units Issued Entitlements: This is an auto-populated field. This field reflects the total number of units that were entitled for very-low, low, moderate, and above moderate income, as entered in field 4 on this table.

Fields 7 through 9 – Building Permit

7. Affordability by Household Income – Building Permits: For each development, list the number of units that have been issued a building permit during the reporting year by affordability level and whether the units are deed restricted or non-deed restricted. Refer to the Definitions section for additional descriptions:

- Very low-income households: 0-50% AMI
- Low-income households: 50-80% AMI
- Moderate-income households: 80-120% AMI
- Above-moderate households: above 120%

To verify income levels, refer to the income limit charts on HCDs website at <http://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits.shtml> (see section for Official State Income

8. Building Permits Date Issued: Enter the date within the reporting year that the building permit was issued by the jurisdiction; leave blank if building permit was issued outside the reporting year. Enter date as month/day/year (e.g., 6/1/2018). Refer to definition of “Permitted Units.”

9. # of Units Issued Building Permits: This is an auto-populated field. This field will sum units that were permitted for very-low, low, moderate, and above moderate income, as entered in field 7 on this table.

Fields 10 through 12 – Certificates of Occupancy

10. Affordability by Household Income – Certificates of Occupancy: For each development, list the number of units that issued certificates of occupancy or other form of readiness (e.g., final inspection, notice of completion) during the reporting year by affordability level and whether the units are deed restricted or non-deed restricted. Refer to the Definitions section for additional descriptions:

- Very low-income households: 0-50% AMI
- Low-income households: 50-80% AMI
- Moderate-income households: 80-120% AMI
- Above-moderate households: above 120%

To verify income levels, refer to the income limit charts on HCDs website at <http://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits.shtml> (see section for Official State Income

11. Certificates of Occupancy (or other forms of Readiness) Date Issued: Enter the date the certificate of occupancy or other form of readiness (e.g., final inspection, notice of completion) was issued for the project. For most jurisdictions, this is the final step before residents can occupy the unit. Leave blank if certificate of occupancy was not issued in the reporting year. Enter date as month/day/year (e.g., 6/1/2018).

12. # of Units Issued Certificates of Occupancy or other forms of Readiness: This is an auto-populated field. This field will sum units that were issued a certificate of occupancy for very-low, low, moderate, and above moderate income, as entered in field 10 on this table.

13. How many of the Units were Extremely-Low Income Units (Optional): To gain a greater understanding of the level of building activity to meet the needs of extremely low-income households in the state, HCD asks that you estimate, to the extent possible, the number of units affordable to extremely-low income households. This number will be a subset of the number of units affordable to very low-income households, as indicated in fields 4, 7 and 10 above. *Please note: The number entered in the very low section will not be reduced by the number*

14. Was Project approved using Government Code section 65913.4, subdivision (b) (Streamlined Ministerial Approval Process (SB 35 Streamlining))? Use the drop-down menu to select one of the following options:

- “Y” if jurisdiction approved the project application pursuant to the streamlined ministerial approval process (SB 35 Streamlining).
- “N” for all other situations.

15. Are these infill units? To gain a greater understanding of the level of infill housing activity in the state, HCD asks that you clarify if the housing units reported are infill by selecting “Yes” or “No.” Although completion of this field is optional, your input would be greatly appreciated. See Definitions section for “infill housing units”

Fields 16 through 18: Please note, if any units are reported as very-low, low, or moderate income in fields 4, 7 or 10 then information in fields 16, 17 and/or 18 must be completed to demonstrate affordability. In the absence of justification that the unit is affordable to a very- low, low, and moderate income household, the Fields 16 and 17 Housing with Financial Assistance and/or Deed Restrictions

For all housing units developed or approved with public financial assistance and/or have recorded affordability deed restriction or covenants, identify funding sources and/or mechanisms that enable units to be affordable.

16. Assistance Programs Used for Each Development: Enter information here if units received financial assistance from the city or county and/or other subsidy sources, have affordability restrictions or covenants, Use the drop-down menu to select the acronym of the applicable funding program(s), as listed below. To select more than one funding source click once then select the cell again and click another source.

- Acq/Rehab: CalHFA Acquisition/Rehab Loan Program
- AHP: Affordable Housing Program - Fed Home Loan
- AHSC: Affordable Housing and Sustainable Communities
- CalHOME: CalHOME
- CDBG: Community Development Block Grant
- CDLAC: CDLAC Bonds (CA Debt Limit Allocation Committee)
- CESH: CA Emergency Solutions & Housing
- ESG: Emergency Solutions Grant
- GSAF: Golden State Acquisition Fund
- HEAP: Homeless Emergency Aid Program
- HHAP: Homeless Housing, Assistance and Prevention Program
- HKEY: Homekey
- HOME: Housing Investment Partnership Program
- HOPWA: Housing Opportunities for Persons with AIDS
- IIG: Infill Infrastructure Grant
- LHTE: Local Housing Trust Funds
- LIHTC: CTCAC/Low Income Housing Tax Credits
- MHP: Multifamily Housing Program - HCD
- MHSA: Mental Health Services Act Funding
- MPRROP: Mobilehome Park Rehab & Resident Ownership Program

- MRB: Mortgage Revenue Bonds
- MyHOME: MyHome Down Payment Assistance
- NHTF: National Housing Trust Fund
- NPLH: No Place Like Home
- PBS8: Section 8 Project-Based Rental Assistance
- PDLP: Predevelopment Loan Program
- RAD: Rental Assistance Demonstration Program
- RDA: Redevelopment Agency or Successor Agency Funds
- Sec 202: HUD Section 202 Housing for the Elderly
- Sec 811: Section 811 Project Rental Assistance
- SERNA: Joe Serna Jr Farmworker Housing Program
- SHMHP: Supportive Housing MHP
- SNHP: Special Needs Housing Program - CalHFA
- TOD: Transit Oriented Development Program
- USDA: USDA Rural Development Housing Programs
- VVHP: Veterans Housing and Homeless Prevention Program
- Other: Describe in Notes

17. Deed Restriction Type: Enter information here if units in the project are considered affordable to very-low, low, and/or moderate income households due to a local program or policy, such as an inclusionary housing ordinance, regulatory agreement, or a density bonus. This field should not be used to enter the number of deed restricted units. Identify the mechanism used to restrict occupancy based on affordability to produce “deed

- “INC” if the units were approved pursuant to a local inclusionary housing ordinance.
- “DB” if the units were approved using a density bonus.
- “Other” for any other mechanism. Describe the source in notes section number 21.

18. Housing without Financial Assistance or Deed Restrictions: Enter information here if the units are affordable to very-low, low and moderate income households without financial assistance and/or deed restrictions. In these cases, affordability must be demonstrated by proposed sales price or rents.

- Sales prices and rents must meet the definition of affordable as defined in Health and Safety Code Section 50052.5 for owner-occupied units or Health and Safety Code section 50053 for renter-occupied units.
- Describe how the newly constructed rental or ownership housing units were determined to be affordable to very- low, low, and moderate income households without either public subsidies or restrictive covenants. This may be based on various methods considering sales prices or rents relative to the income levels of households such as through a survey of comparable units in the area that show the unit would be affordable to very-low,
 - The jurisdiction can consider comparable rental prices or new sales prices (actual or anticipated). The jurisdiction should consider costs for renters (i.e., 30% of household income for rent and utilities) or owners (e.g., 30% of household income for principal, interest, taxes, insurance and utilities, pursuant to Title 25 CCR
- In the absence of justification that the unit is affordable to a very- low, low, and moderate income household, the unit must be counted as above-moderate income.

19. Term of Affordability or Deed Restriction: If units have committed financial assistance and/or are deed restricted, enter the duration of the affordability or deed restriction. If units are affordable in perpetuity, enter 1,000. If multiple funding sources or deed restrictions on the development have different terms of affordability, please enter the longest term of affordability. Although completion of this field is optional, your input would be

20. Demolished/Destroyed Units: This section is to report if the project and associated APN, has a permit, entitlement or certificate of occupancy in the reporting year, and the APN previously had demolished or

- Enter the “Number of Demolished or Destroyed Units” in the reporting calendar year.

- From the drop down menu select “demolished” if the units were torn down. Select “Destroyed” if the units were lost due to fire or other natural disaster.
 - From the drop down menu “Demolished/Destroyed Units Owner or Renter” select “R” for renter or “O” for
- Fields 21 through 24 Density Bonus Detail:** The following fields must be completed for at least a sample of density bonus projects reported by the jurisdiction and should only be completed if “DB” is one of the selections
- 21. Density bonus:** This section and the sections to follow are for reporting if the project received a density bonus, including concessions, incentives, waivers, or other modifications. The first field asks for the percentage of density bonus that was applied to the project.
- If the planning area's maximum allowable density is calculated based on the allowable number of units, express your response as a percentage $(\text{New total number of units} - \text{Old total number of units}) / (\text{Old total number of units})$; NOTE THAT WE ARE NOT PROPOSING TO EXPRESS THE DENSITY AS UNITS PER ACRE.
 - Alternatively, if the planning area's maximum allowable density is form- or volume-based, express your response as a percentage $(\text{New maximum allowable residential gross floor area} - \text{Old maximum allowable residential gross floor area}) / (\text{Old maximum allowable residential gross floor area})$
- 22. Percentage of deed-restricted units:** Enter the percentage of deed-restricted units in the project expressed as $(\text{percentage of deed-restricted units}) / (\text{total number of units})$ NOTE THAT THIS CALCULATION MIGHT ALSO BE PROBLEMATIC IF THERE ARE DEED-RESTRICTED UNITS MANDATED BY ANOTHER SUBSIDY PROGRAM
- 23. Number of incentives and other modifications:** Enter the total number of other incentives, concessions, waivers, or other modifications given to the project (exclude parking waivers or parking reductions). List the specific incentives, concessions, waivers, or other modifications given to the project using the drop-down menu.
- On-Site Improvements
 - Off-Site Improvements
 - Development Standards Modification
 - Other
- 24. Reductions or waivers of parking standards:**
- Did the project receive a reduction or waiver of parking standards? Answer Yes or No.
- 25. Notes:** Use this field to enter any applicable notes about the project or development.

TABLE B

Regional Housing Needs Allocation Progress – Permitted Units Issued By Affordability

Table B is a summary of prior permitting activity in the current planning cycle, including permitting activity for the calendar year being reported. Please note, the last year of the 5th cycle will only contain units with permit dates that occurred before the end of the cycle. The first year of the 6th cycle will only contain units with permits that occurred on or after the beginning of the cycle. To assist jurisdictions in completing this form, HCD has pre-filled permit data as reported to HCD on prior APRs. Past unit information will auto-populate when the jurisdiction’s name in the general information section of the “Start Here” tab is entered. Current year permitted units will auto-populate from data reported in table A2. If permit activity for current year is inaccurate, [Please contact HCD at APR@hcd.ca.gov](mailto:APR@hcd.ca.gov) if data from previous years does not populate or if different than the information supplied in Table B. Any changes made by localities to previous years’ data in Table B will not update Table B reports the number of units for which permits were issued to demonstrate progress in meeting the jurisdiction’s share of regional housing need for the planning period.

- 1. Regional Housing Needs Allocation by Income Level:** Lists the jurisdiction’s assigned RHNA for the planning cycle by income group. This field will be auto-populated once the jurisdiction’s name is entered in the “Start
- 2. Year:** Lists the building permit data for each year of the RHNA planning cycle beginning in the first year and ending with the data from the current reporting year which can be found in Table A2.
- 3. Total Units to Date (all years):** Totals the number of units permitted in each income category.

4. Total Remaining RHNA by Income Level: This field uses the information from the “Total Units to Date” category and deducts the units by income category from the jurisdiction’s assigned RHNA number. Note: The total units remaining to meet the RHNA allocation is in the bottom right hand corner.



TABLE C
Sites Identified or Rezoned to Accommodate Shortfall Housing Need

Please note: This table should only be filled out when a city or county identified an Unaccommodated Need of sites from the previous planning period Government Code section 65584.09, has Shortfall of Sites as identified in the housing element Government Code section 65583, subdivision (c)(1); or is identifying additional sites required by No Net Loss law pursuant to Government Code section 65863. The data in this inventory serves as an addendum to the housing element sites inventory. This table should not include rezoning for a specific project.

1. Project Identifier: Include the Assessor Parcel Number (APN) and street address. The project name and local jurisdiction tracking ID are optional.

2. Date of Rezone: If rezone was required, identify the date the rezone occurred. Enter date as month/day/year

3. RHNA Shortfall by Household Income Category: For each development or site, list the number of units that are affordable to the following income levels (refer to Definitions section for more detail):

- Very low-income households: 0-50% AMI
- Low-income households: 50-80% AMI

Note: rezoning is not required to accommodate moderate or above moderate RHNA shortfall.

4. Rezone Type: From the dropdown list, select one of the following for each project:

- **No Net Loss** (Government Code section 65863): When a jurisdiction permits or causes its housing element sites inventory site capacity to be insufficient to meet its remaining unmet RHNA for lower and moderate-income households. In general, a jurisdiction must demonstrate sufficient capacity on existing sites or make available adequate sites within 180 days of there being insufficient sites to meet the remaining RHNA.
- **Unaccommodated Need** (Government Code section 65584.09): When a jurisdiction failed to identify or make adequate sites available in the prior planning period to accommodate its RHNA by income category. Note: When this condition occurred, the housing element in the current planning period in most cases will have a program to make available adequate sites to address the unmet RHNA by income category in the first year of the
- **Shortfall of Sites** (Government Code section 65583, subdivision (c)(1)): When a jurisdiction does not identify adequate sites to accommodate its RHNA by income category in the current planning period. Note: When this condition occurred, the housing element for the current planning period must have included a program to make available adequate sites to address the unmet RHNA by income category. For jurisdictions on an eight year planning period, the rezones must be complete within the first three years of the planning period.

5. Parcel Size (Acres): Enter the size of the parcel in acres.

6. General Plan Designation: Enter the new General Plan Land Use designation. If no change was made, enter the current designation.

7. Zoning: Enter the new zoning designation for the parcel. If no change was made, enter the current zoning

8. Density Allowed: Enter the minimum and maximum density allowed on each parcel. This is the density allowed after any zoning amendments are made. If no maximum density enter N/A.

9. Realistic Capacity: Enter the estimated realistic unit capacity for each parcel. Refer to Definitions for more information about “Realistic Capacity.”

10. Vacant/Non-vacant: From the drop-down list, select if the parcel is vacant or non-vacant. If the parcel is non-vacant, then enter the description of existing uses in Field 11.

11. Description of Existing Uses: Include a description of existing uses. Description must be specific (i.e. SFR, MF, surplus school site, operating business, vacant commercial building, parking lot). Classifications of uses (i.e. “commercial”, “retail”, “office”, or “residential”) are not sufficient.

TABLE D

Program Implementation Status pursuant to Government Code section 65583

Report the status/progress of housing element program and policy implementation for **all** programs described in the housing element:

- 1. **Name of Program:** List the name of the program as described in the element.
- 2. **Objective:** List the program objective (for example, “Update the accessory dwelling unit ordinance”).
- 3. **Timeframe in Housing Element:** Enter the date the objective is scheduled to be accomplished.
- 4. **Status of Program Implementation:** List the action or status of program implementation.

For your information, the following list includes the statutory requirements for housing element programs:

- Adequate sites (Gov. Code, § 65583, subd. (c)(1)). *Please note: Where a jurisdiction has included a rezone program pursuant to Government Code section 65583.2, subdivision (h) to address a shortfall of capacity to accommodate its RHNA, Table C must include specific information demonstrating progress in implementation including total acres, brief description of sites, date of rezone, and compliance with by-right approval and density*
- Assist in the development of low- and moderate-income housing (Gov. Code, § 65583, subd. (c)(2)).
- Remove or mitigate constraints (Gov. Code, § 65583, subd. (c)(3)).
- Conserve and improve existing affordable housing (Gov. Code, § 65583, subd. (c)(4)).

Promote and affirmatively further fair housing opportunities (Gov. Code, § 65583, subd. (c)(5)).

- Preserve units at-risk of conversion from low-income use (Gov. Code, § 65583, subd. (c)(6)).

Please note: Jurisdictions may add additional rows in Table D to include all Housing Element programs, or to provide clarification or information relevant to demonstrating progress towards meeting RHNA objectives.

TABLE E

Commercial Development Bonus Approved pursuant to Government Code section 65915.7

Government Code section 65915.7 states:

“(a) When an applicant for approval of a commercial development has entered into an agreement for partnered housing described in subdivision (c) to contribute affordable housing through a joint project or two separate projects encompassing affordable housing, the city, county, or city and county shall grant to the commercial developer a development bonus as prescribed in subdivision (b). Housing shall be constructed on the site of the If the jurisdiction has approved any commercial development bonuses during the reporting year, enter the

1. Project Identifier: Include the parcel’s APN number and street address. The project name and local jurisdiction tracking ID are optional.

2. Units Constructed as Part of the Agreement: For each development, list the number of units that are affordable to the following income levels (refer to definitions for more detail):

- Very low-income households: 0-50% AMI
- Low-income households: 50-80% AMI
- Moderate-income households: 80-120% AMI
- Above-moderate households: above 120%

3. Description of Commercial Development Bonus: Include a description of the commercial development bonus approved by the jurisdiction.

4. Commercial Development Bonus Date Approved: Enter the date that the jurisdiction approved the commercial development bonus. Enter date as month/day/year (e.g., 6/1/2018).

TABLE F

Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1, subdivision (c)

Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c).

Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be

Units that Do Not Count Toward RHNA: The jurisdiction may list for informational purposes only, units that do not count toward RHNA but were substantially rehabilitated, acquired or preserved.

[Units that Count Toward RHNA: To enter units in this table as progress toward RHNA, please contact HCD at APR@hcd.ca.gov. HCD will provide a password to unlock the grey fields.](mailto:APR@hcd.ca.gov)

In order to count units reported in this table as progress towards RHNA, the jurisdiction will need to provide information that demonstrate the units meet the standards set forth in Government Code section 65583.1, subdivision (c). These program requirements are summarized on the Alternative Adequate Sites Checklist. If HCD finds that the units meet the standards set forth in Government Code section 65583.1, subdivision (c) these units may credit up to 25 percent of the jurisdiction’s adequate sites requirement per income category.

Table G

Locally Owned Lands Included in the Housing Element Sites Inventory that have been sold, leased, or otherwise disposed of, pursuant to Government Code section 65400.1

Chapter 664, Statutes of 2019 (AB 1486) added to the Government code section 65400.1, which requires jurisdictions to include in this APR a listing of sites owned by the locality that were included in the housing element sites inventory and were sold, leased, or otherwise disposed of during the reporting year.

The listing of sites must include the entity to whom the site was transferred, and the intended use of the site.

Table H

Locally Owned or Controlled Lands Declared Surplus Pursuant to Government Code section 54221, or Identified as Excess Pursuant to Government Code section 50569

Chapter 661, Statutes of 2019 (AB 1255) amended Government Code section 54230 to require cities and counties to create an inventory of surplus lands defined in subdivision (b) of Section 54221, and all lands in excess of its foreseeable needs, if any, identified pursuant to Section 50569, located in all urbanized areas and urban clusters, as designated by the United States Census Bureau, within the jurisdiction of the county or city that the county or city or any of its departments, agencies, or authorities owns or controls. Please note:

Jurisdictions are only required to report on property located in an urban area or urbanized cluster. For a map <https://cahcd.maps.arcgis.com/apps/webappviewer/index.html?id=5a63b04d7c494a6ebb2aa38a2c3576f5>

Cities and counties must make a description of each parcel described in paragraph (1) of Government Code section 54230 and the present use of the parcel a matter of public record and shall report this information to the Department of Housing and Community Development no later than April 1 of each year, beginning April 1, 2021, in a form prescribed by the department, as part of its annual progress report submitted pursuant to paragraph

“Surplus land” means land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Land shall be declared either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures. A local agency, on an annual basis, may declare multiple parcels as “surplus land” or “exempt surplus land.”

“Surplus land” includes land held in the Community Redevelopment Property Trust Fund pursuant to Section 34191.4 of the Health and Safety Code and land that has been designated in the long-range property management plan approved by the Department of Finance pursuant to Section 34191.5 of the Health and Safety Code. Parcel Description must include the following:

1. **APN:** Enter the parcel number of the identified property.
2. **Street Address/Intersection:** Enter the street address of the property. If no street address is available, enter the intersection.
3. **Existing Use:** Select the existing use of the property. Use the drop-down menu to select one of the following options:
 - Residential
 - Commercial
 - Industrial
 - Public Facilities
 - Vacant
 - Air Rights
 - Other
4. **Number of Units:** If the existing use is residential, enter the number of units on the property.
5. **Surplus Designation:** Please identify if the property has been designated surplus or exempt surplus pursuant to Government Code section 54221, or excess pursuant to Government Code section 50569.
6. **Parcel Size (in acres):** Enter the parcel size in acres.
7. **Notes (Optional):** Please include any applicable notes providing additional property description. This could include description of any characteristics of the property.

Local Early Action Planning (LEAP) Grant Reporting

Pursuant to Health and Safety Code section 50515.04, recipients of Local Early Action Planning (LEAP) grants shall annually report by April 1 of the year following receipt of those funds on the status of proposed uses in the application. The report shall address the housing impact within the jurisdiction, including a summary of building permits, certificates of occupancy or other completed entitlements. Data sources may include the LEAP application (e.g., Attachment 1: Project Timeline and Budget), re-imbusement requests, other portions of the

1. **Total Award Amount:** Utilizing the LEAP application and award letter, fill in the total award amount for all proposed LEAP activities.
2. **Task:** Utilizing Attachment 1: Project Timeline and Budget from the LEAP application, fill in all project level tasks. Do not fill in sub-tasks. For example, an application might include a project level task to prepare and adopt a downtown specific plan. In this case, simply fill in downtown specific plan and do not fill in sub-tasks such as
3. **\$ Amount Awarded:** Utilizing Attachment 1: Project Timeline and Budget from the LEAP application, fill in the total amount awarded for each project level task.

- 4. \$ Cumulative Reimbursement Requested:** Utilizing reimbursement requests sent to the Department, add up all requested amounts for each project level task. Note, this is reimbursement “requested” and not reimbursement “received”. At the time of reporting, some reimbursement requests may be in process. The table
- 5. Task Status:** Provide a brief description of the status of project level tasks. This description should address recently completed, upcoming milestones, anticipated completion dates and any schedule slippage. In addition, task status may express progress as a percentage of completion (e.g., 50% complete).
- 6. Other Funding:** Note any other funding sources by amount being utilized to complete each project level task. If no other funding sources are being utilized, enter N/A. Examples of other funding includes SB 2 planning grants program, SB 1 sustainability planning grants program and local general funds.
- 7. Notes:** Enter any other relevant information related to progress and impacts such as reasons for delays, anticipated numerical outcomes, etc.
- 8. Summary of Entitlements, Building Permits and Certificates of Occupancy:** These tables will auto-populate

e closest known intersection.

Frequently Asked Questions

Can I leave a row blank?	Yes, you may leave blank rows in between rows that have information. However, you may not leave more than 10 rows in a row blank in between rows with information.
How do I delete rows?	Click on a cell in the row(s) and type Ctrl-d . Note: Macros must be enabled 
Why are the rows not summing correctly?	The summary tab and sum rows only include activities that occurred during the reporting year , according to the year entered in the "Start Here" tab.
Why are some cells highlighted yellow or green?	Yellow Cells: Required cells for each row become highlighted yellow once any cell in the row contains a character. The affordability descriptions become highlighted and required once any lower or moderate income units are entered into the form. Green Cells: Cells highlighted green are where you indicate the number of units by affordability. This is required for any project in Table A. This is also required for the applicable sections (completed entitlement, issued building permits, issued certificates of occupancy) of Table A2. For example, if a project in Table A2 was issued a building permit, but not an entitlement or certificate of occupancy during the reporting year, you would enter the unit count in one of the green cells in the building permit section only. You may leave the other sections blank even though they are highlighted green, since they wouldn't apply to this example. Once a value is entered into this range, the range will no longer be highlighted green.
Why are the date cells highlighted red?	Cells can be highlighted red for two reasons: Date cells: Sometimes, dates that are copied and pasted into this form are formatted as text. When pasting dates into the form please paste with the "match destination formatting" option. If the date cells are still highlighted red, they contain text. These must be converted to dates. To do so, open a blank workbook and paste in the dates that are formatted as text. In an adjacent column, enter the function =DATEVALUE and refer the function to the cell with date formatted as text. This will result in a 5-digit number. Copy and paste these 5-digit numbers back into the APR form, then change the format of the cells to "Short Date" (i.e., 3/4/2012). Text cells: Cells can also be highlighted red if the length of the text entered into the cell exceeds the character limit.
Can the same project be included in both Table A and Table A2?	Yes. Table A tracks all applications for residential development that were received and deemed complete during the reporting year. Table A2 tracks all entitlements, building permits, and certificates of occupancy for residential development that were issued in the reporting year. If a project was applied for and received entitlements, building permits, and/or certificates of occupancy during the reporting year, that project would be listed in both Table A and Table A2.
What if I have nothing to report?	At minimum, the "Start Here" tab and Table D must be completed. If you have nothing to report in any of the other tables, please leave them blank, do NOT put N/A or something similar.
How do I correct or update the values in Table B?	Table B contains data HCD has received from prior APR submittals as of October 6, 2020. If the numbers do not match your records, please contact HCD.
Do I need to take the form to my Council or Board prior to submitting the APR?	Government Code section 65400 requires the planning agency to provide this report to the legislative body (i.e. local Council or Board), HCD, and OPR by April 1 of each year. The statute does not specify in which order they be provided, and HCD does not require the report to be submitted to the legislative body prior to submitting it to HCD.
Can I use this form for a prior year?	You can use this form for 2018 -2020. Make sure to change the reporting year in row 5 of the "Start Here" tab. Table G is not required for 2018. Table H and LEAP are not required for 2018-2019. For the years 2017 and prior, you must use the old version of the APR. Please contact HCD at apr@hcd.ca.gov to obtain.
Does submitting the Housing Element APR fulfill the requirements of submitting a General Plan APR?	No. Government Code section 65400 requires jurisdictions to also submit a General Plan Annual Progress Report to OPR and HCD. These can be emailed to opr.apr@hcd.ca.gov and APR@hcd.ca.gov

Please Start Here

General Information	
Jurisdiction Name	Los Altos
Reporting Calendar Year	2021
Contact Information	
First Name	Steve
Last Name	Golden
Title	Interim Planning Services Manager
Email	sgolden@losaltosca.gov
Phone	6509472675
Mailing Address	
Street Address	1 North San Antonio Road
City	Los Altos
Zipcode	94022

Optional: Click here to import last year's data. This is best used when the workbook is new and empty. You will be prompted to pick an old workbook to import from. Project and program data will be copied exactly how it was entered in last year's form and must be updated. If a project is no longer has any reportable activity, you may delete the project by selecting a cell in the row and typing ctrl + d.

v 2_15_2022

Optional: This runs a macro which checks to ensure all required fields are filled out. The macro will create two files saved in the same directory this APR file is saved in. One file will be a copy of the APR with highlighted cells which require information. The other file will be list of the problematic cells, along with a description of the nature of the error.

Optional: Save before running. This copies data on Table A2, and creates another workbook with the table split across 4 tabs, each of which can fit onto a single page for easier printing. Running this macro will remove the comments on the column headers, which contain the instructions. Do not save the APR file after running in order to preserve comments once it is reopened.

Optional: This macro identifies dates entered that occurred outside of the reporting year. RHNA credit is only given for building permits issued during the reporting year.

Link to the online system: <https://apr.hcd.ca.gov/APR/login.do>

Submittal Instructions
<p>Please save your file as Jurisdictionname2021 (no spaces). Example: the city of San Luis Obispo would save their file as SanLuisObispo2021</p> <p>Housing Element Annual Progress Reports (APRs) forms and tables must be submitted to HCD and the Governor's Office of Planning and Research (OPR) on or before April 1 of each year for the prior calendar year; submit separate reports directly to both HCD and OPR pursuant to Government Code section 65400. There are two options for submitting APRs:</p> <p>1. Online Annual Progress Reporting System - Please see the link to the online system to the left. This allows you to upload the completed APR form into directly into HCD's database limiting the risk of errors. If you would like to use the online system, email APR@hcd.ca.gov and HCD will send you the login information for your jurisdiction. <i>Please note: Using the online system only provides the information to HCD. The APR must still be submitted to OPR. Their email address is opr.apr@opr.ca.gov.</i></p> <p>2. Email - If you prefer to submit via email, you can complete the excel Annual Progress Report forms and submit to HCD at APR@hcd.ca.gov and to OPR at opr.apr@opr.ca.gov. Please send the Excel workbook, not a scanned or PDF copy of the tables.</p>

Jurisdiction	Los Altos	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

**ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation**

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

(CCR Title 25 §6202)

**Table A
Housing Development Applications Submitted**

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Density Bonus Applications		Application Status	Notes	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22		
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+ ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted+ (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by Project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (§8.35 Streamlining)	Was a Density Bonus requested for this housing development?	Was a Density Bonus approved for this housing development?	Please indicate the status of the application.	Notes*	
Summary Row: Start Date Entry Below																							
	16741029	355 First St	355 First St	DR 21-0003	5+	O	4/7/2021	3						173	191								
	16741052	376 First St	376 First St	D19-0009	5+	O	10/7/2021						4	43	50				No	Yes	N/A	Pending	
	17039043	140 Lyell St	140 Lyell St	D19-0007	2 to 4	O	2/23/2021	1					3	12	15				No	Yes	N/A	Pending	
	16711041	4350 El Camino Real	4350 El Camino Real	19-D-01	5+	O	12/15/2021	3					4	40	47				No	Yes	N/A	Pending	
	16741009	1440 First St	1440 First St	D20-0004	2 to 4	O	5/12/2021							4	4	4			No	No	N/A	Approved	
	19341024	1440 OAKHURST AV		2019-1108654	ADU	O	10/2/2021							1	1	1			No	No	N/A	Approved	
	18914070	1460 ALURA WAY		ADU20-0021	ADU	O	1/26/2021							1	1	1			No	No	N/A	APPROVED	
	18926054	741 SUNSHINE DR		ADU20-0023	ADU	O	6/11/2021							1	1	1			No	No	N/A	APPROVED	
	19338019	1170 PAYNE DR		ADU20-0033	ADU	O	1/15/2021							1	1	1			No	No	N/A	APPROVED	
	18929029	747 ARROYO RD		ADU20-0041	ADU	O	2/2/2021							1	1	1			No	No	N/A	APPROVED	
	18948030	201 FREMONT AVE		ADU20-0043	ADU	O	6/18/2021							1	1	1			No	No	N/A	APPROVED	
	16723004	55 BELDEN DR		ADU20-0047	ADU	O	8/12/2021							1	1	1			No	No	N/A	APPROVED	
	31811026	1811 WENRICK CT		ADU20-0053	ADU	O	2/4/2021							1	1	1			No	No	N/A	APPROVED	
	17027036	215 LVELL ST		ADU20-0055	ADU	O	7/21/2021							1	1	1			No	No	N/A	APPROVED	
	16735039	188 LOS ALTOS AVE		ADU20-0056	ADU	O	4/22/2021							1	1	1			No	No	N/A	APPROVED	
	17020076	693 HOLLINGSWORTH DR		ADU20-0057	ADU	O	2/3/2021							1	1	1			No	No	N/A	APPROVED	
	31817023	1800 ALFORD AVE		ADU20-0059	ADU	O	5/12/2021							1	1	1			No	No	N/A	Pending	
	17043017	118 MERRITT CT		ADU20-0062	ADU	O	1/11/2021							1	1	1			No	No	N/A	APPROVED	
	19344019	1081 DARTMOUTH LN		ADU20-0063	ADU	O	1/30/2021							1	1	1			No	No	N/A	APPROVED	
	16743037	400 JUANITA WAY		ADU21-0001	ADU	O	2/19/2021							1	1	1			No	No	N/A	APPROVED	
	31802056	1275 RICHARDSON AVE		ADU21-0002	ADU	O	5/7/2021							1	1	1			No	No	N/A	APPROVED	
	18936034	654 SPRINGER TER		ADU21-0003	ADU	O	3/10/2021							1	1	1			No	No	N/A	APPROVED	
	16717007	110 PASA ROBLES AVE		ADU21-0006	ADU	O	6/4/2021							1	1	1			No	No	N/A	APPROVED	
	17022039	270 SUNKIST LN		ADU21-0008	ADU	O	8/2/2021							1	1	1			No	No	N/A	APPROVED	
	18941043	518 ECHO DR		ADU21-0009	ADU	O	4/28/2021							1	1	1			No	No	N/A	APPROVED	
	18957004	251 COVINGTON RD		ADU21-0010	ADU	O	2/19/2021							1	1	1			No	No	N/A	APPROVED	
	19704050	1473 RAVENSWOOD DR		ADU21-0012	ADU	O	3/16/2021							1	1	1			No	No	N/A	APPROVED	
	14238033	1240 MONTE VENDE CT		ADU21-0014	ADU	O	4/7/2021							1	1	1			No	No	N/A	APPROVED	
	19332002	1057 COVINGTON RD		ADU21-0016	ADU	O	4/15/2021							1	1	1			No	No	N/A	APPROVED	
	17031011	121 DOUD DR		ADU21-0017	ADU	O	7/27/2021							1	1	1			No	No	N/A	APPROVED	
	18952060	520 BENVENUE AVE		ADU21-0018	ADU	O	8/3/2021							1	1	1			No	No	N/A	APPROVED	
	17026019	140 GORDON WAY		ADU21-0019	ADU	O	7/8/2021							1	1	1			No	No	N/A	APPROVED	
	18910012	1048 GOLDEN WAY		ADU21-0020	ADU	O	5/24/2021							1	1	1			No	No	N/A	APPROVED	
	16736026	72 VIEW ST		ADU21-0021	ADU	O	11/23/2021							1	1	1			No	No	N/A	APPROVED	
	17517046	789 ORANGE AVE		ADU21-0022	ADU	O	5/25/2021							1	1	1			No	No	N/A	APPROVED	
	16710012	269 LANGTON AVE		ADU21-0024	ADU	O	7/19/2021							1	1	1			No	No	N/A	APPROVED	
	18937068	698 SAN MARTIN PL		ADU21-0025	ADU	O	6/26/2021							1	1	1			No	No	N/A	APPROVED	
	17026078	230 VALLEY ST		ADU21-0026	ADU	O	10/21/2021							1	1	1			No	No	N/A	APPROVED	
	18941051	853 CAMPBELL AVE		ADU21-0027	ADU	O	6/29/2021							1	1	1			No	No	N/A	APPROVED	
	18990051	951 SEENA AVE		ADU21-0028	ADU	O	8/27/2021							1	1	1			No	No	N/A	APPROVED	
	16723010	678 TOMI LEA ST		ADU21-0029	ADU	O	5/28/2021							1	1	1			No	No	N/A	APPROVED	
	17515014	581 UNIVERSITY AVE		ADU21-0030	ADU	O	10/4/2021							1	1	1			No	No	N/A	APPROVED	
	17022024	283 SUNKIST LN		ADU21-0031	ADU	O	12/1/2021							1	1	1			No	No	N/A	Pending	
	18918001	817 BERRY AVE		ADU21-0032	ADU	O	7/20/2021							1	1	1			No	No	N/A	APPROVED	
	18950044	494 ROSITA AVE		ADU21-0033	ADU	O	6/2/2021							1	1	1			No	No	N/A	APPROVED	
	33602058	812 NASH RD		ADU21-0034	ADU	O	6/3/2021							1	1	1			No	No	N/A	APPROVED	
	19719104	1365 GRANT RD		ADU21-0035	ADU	O	6/16/2021							1	1	1			No	No	N/A	APPROVED	
	19705016	1745 SELIG LN		ADU21-0036	ADU	O	8/13/2021							1	1	1			No	No	N/A	APPROVED	
	16733051	370 YERBA SANTA AVE		ADU21-0037	ADU	O	8/2/2021							1	1	1			No	No	N/A	APPROVED	
	19703009	1640 ELMHURST DR		ADU21-0038	ADU	O	6/25/2021							1	1	1			No	No	N/A	APPROVED	
	17014019	730 VERA CRUZ AVE		ADU21-0039	ADU	O	8/18/2021							1	1	1			No	No	N/A	APPROVED	
	18935066	40 SPRINGER RD		ADU21-0040	ADU	O	6/23/2021							1	1	1			No	No	N/A	APPROVED	
	18911014	1035 RUSSELL AVE		ADU21-0041	ADU	O	6/24/2021							1	1	1			No	No	N/A	APPROVED	
	18939010	633 ARBOLEDA DR		ADU21-0044	ADU	O	11/30/2021							1	1	1			No	No	N/A	APPROVED	
	19345016	1160 RUNNYMEAD DR		ADU21-0045	ADU	O	12/20/2021							1	1	1			No	No	N/A	APPROVED	

Jurisdiction	Los Altos	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

**ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation**

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

(CCR Title 25 §6202)

**Table A
Housing Development Applications Submitted**

Project Identifier				Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Density Bonus Applications		Application Status	Notes	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4.5+ ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted* (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (§8.35 Streamlining)	Was a Density Bonus requested for this housing development?	Was a Density Bonus approved for this housing development?	Please indicate the status of the application.	Notes*
Summary Row: Start Data Entry Below																						
	19709038	1706 OAK AVE		ADU21-0048	ADU	O	6/21/2021							1	1			No	No	N/A	APPROVED	
	19343011	1243 CARMEL TER		ADU21-0049	ADU	O	7/22/2021							1	1			No	No	N/A	APPROVED	
	18953042	468 HAWTHORNE AVE		ADU21-0050	ADU	O	12/7/2021							1	1			No	No	N/A	APPROVED	
	17026048	214 EDITH AVE		ADU21-0052	ADU	O	10/25/2021							1	1			No	No	N/A	APPROVED	
	19327043	960 HAYMAN PL		ADU21-0053	ADU	O	9/20/2021							1	1			No	No	N/A	APPROVED	
	17011024	860 DISTEL DR		ADU21-0054	ADU	O	8/12/2021							1	1			No	No	N/A	APPROVED	
	16714004	1031 ESTRELLITA WAY		ADU21-0055	ADU	O	10/25/2021							1	1			No	No	N/A	APPROVED	
	19340022	1550 OAKHURST AVE		ADU21-0058	ADU	O	9/24/2021							1	1			No	No	N/A	APPROVED	
	16722014	168 West Portola Avenue		ADU21-0060	ADU	O	8/27/2021							1	1			No	No	N/A	APPROVED	
	18914089	944 AURA WAY		ADU21-0061	ADU	O	9/22/2021							1	1			No	No	N/A	Pending	
	17043023	20 ANGELA DR		ADU21-0062	ADU	O	9/10/2021							1	1			No	No	N/A	APPROVED	
	16724026	275 VERNAL CT		ADU21-0064	ADU	O	9/3/2021							1	1			No	No	N/A	APPROVED	
	3423046	552 SQUODA DR		ADU21-0066	ADU	O	12/17/2021							1	1			No	No	N/A	APPROVED	
	31802042	1210 FREMONT AVE		ADU21-0067	ADU	O	12/13/2021							1	1			No	No	N/A	APPROVED	
	17027028	318 GORDON WAY		ADU21-0068	ADU	O	10/8/2021							1	1			No	No	N/A	APPROVED	
	18929052	789 RAYMUNDO AVE		ADU21-0073	ADU	O	9/21/2021							1	1			No	No	N/A	APPROVED	
	18946035	1052 ECHO DR		ADU21-0074	ADU	O	10/7/2021							1	1			No	No	N/A	APPROVED	
	19716027	1544 KATHY LN		ADU21-0075	ADU	O	11/12/2021							1	1			No	No	N/A	APPROVED	
	18953033	425 BENVENUE AVE		ADU21-0076	ADU	O	11/18/2021							1	1			No	No	N/A	APPROVED	
	31823016	1730 HOLT AVE		ADU21-0094	ADU	O	12/1/2021							1	1			No	No	N/A	Pending	
	19341023	1450 MCKENZIE AVE		ADU21-0095	ADU	O	12/22/2021							1	1			No	No	N/A	APPROVED	

ANNUAL ELEMENT PROGRESS REPORT
Household Element Implementation
 2024-2025

Table A2
 Annual Building Activity Report Summary - New Construction, Existing, Permits and Completed Units

Project Identifier				Affordability by Household Income - Completed Estimates										Affordability by Household Income - Building Permits										Affordability by Household Income - Certificates of Occupancy										Secondary										Housing with Financial Assistance - Section 8/8(b) Housing										Housing without Financial Assistance - Other										Form of Affordability in Rent Structure										Density Bonus										Notes																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460	14

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	Los Altos	
Reporting Year	2021	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	Objective	Timeframe in H.E	Status of Program Implementation
Program 1.1.1 – Implement voluntary code inspection program.	Provide voluntary inspections	On-going	Continue to implement
Program 1.1.2 – Help secure funding for housing assistance programs.	Help secure funding for housing assistance	On-going	Continue to implement, CDBG funds transferred to County
Program 1.2.1 – Support rezoning from office to medium-density multifamily.	Support rezoning from office to multiple-family	On-going	Continue to implement, no requests received to date
Program 1.3.1 – Enforce neighborhood residential buffering.	Provide appropriate buffers	On-going	Continue to implement, recent discussions with Commission and Council -actively applying these standards to project sites where there is this relationship between uses.
Program 1.3.2 – Restrict commercial uses in residential neighborhoods.	Restrict commercial land uses in residential areas	On-going	Continue to implement
Program 1.4.1 – Implement zoning and design standards.	Implement appropriate zoning and design standards	On-going	Continue to implement

Program 1.4.2 – Evaluate design review process.	Evaluate design review processes	On-going	Continue to implement, added story pole requirement, 3D renderings, enhanced on-site posting notices with graphics
Program 1.4.3 – Facilitate alternate modes of transportation in residential neighborhoods.	Facilitate alternative transportation modes	On-going	Implemented
Program 1.4.4 – Accommodate the needs of children through design review and land use regulations, including open space, parks and recreation facilities, pathways, play yards, etc.	Accommodate the needs of children in development	On-going	Continue to implement, currently have adopted open space standards, both common and private for multiple-family projects in the CT zone district
Program 1.5.1 – Review compatibility of land divisions as part of the permit review and approval process.	Review land use compatibility of subdivisions	On-going	Continue to implement
Program 2.1.1 – Encourage diversity of housing.	Encourage housing diversity	On-going	Multi-Family Residential Projects approved with a mix of ownership and rental BMR's that demonstrates housing diversity
Program 2.1.2 – Implement multifamily district development standards.	Require maximum density of multiple-family projects	On-going	Continue to implement
Program 2.1.3 – Allow employee housing	Allow employee housing for agricultural uses	Pending	Outstanding - given limited agricultural operations in the City
Program 2.2.1 – Provide development incentives for mixed-use projects in commercial districts.	Provide development incentives for mixed-use projects	12/16/2019	Continue to implement, have adopted changes to the CT District regulations to clarify density bonus incentives

Program 2.3.1 – Implement density bonuses.	Implement density bonuses	On-going	Continue to implement - Density Bonus projects have been approved and continue to be submitted. Density bonus ordinance amendment underway to be in compliance with state law.
Program 3.1.1 – Support efforts to fund homeless services.	Facilitate and help pursue funding for homelessness services	Ongoing	Continue to implement, transfer CDBG funding to the County
Program 3.1.2 – Continue to participate in local and regional forums for homelessness, supportive, and transitional housing.	Participate in regional forums for homelessness, supportive and transitional housing	On-going	Continue to implement, transfer CDBG funding to the County
Program 3.2.1 – Amend the City’s Zoning Ordinance to accommodate emergency shelters.	Amend zoning code for emergency shelters	5/1/2015	Implemented June 2015 with code amendment
Program 3.2.2 – Recognize the statutory requirements for transitional and supportive housing.	Recognize transitional and supportive housing	5/1/2015	Implemented June 2015 with code amendment
Program 3.2.3 – Provide incentives and amend the City’s Zoning Ordinance for compliance with statutory requirements for single-room-occupancy residences to address the needs of extremely low income households	Provide incentives and amend code to allow SRO for extremely-low income households	5/15/2019	Implemented June 2015 with code amendment
Program 4.1.1 – Monitor condominium conversion.	Monitor condo conversions	On-going	Continue to implement

<p>Program 4.1.2: Conserve small houses in areas of small lot sizes.</p>	<p>Conserve small houses in small-lot districts</p>	<p>On-going</p>	<p>Continue to implement</p>
<p>Program 4.2.1 – Facilitate new construction of second dwelling units.</p>	<p>Facilitate new accessory dwelling units</p>	<p>On-going</p>	<p>Adopted amendment to ADU ordinance October 2020 in conformance with state laws and continue to implement.</p>
<p>Program 4.2.2 – Study the feasibility of reducing minimum lot sizes for second living units.</p>	<p>Consider reducing lot size minimum for accessory dwellings</p>	<p>1/1/2016</p>	<p>Code amendment adopted in 2018. ADU ordinance amendment adopted October 2020 is in compliance with state law which does not have a minimum lot size for ADUs</p>
<p>Program 4.3.1 – Assist in the development of affordable housing.</p>	<p>Help develop affordable housing</p>	<p>On-going</p>	<p>Continue to implement, transfer CDBG funding to the County, explain the density bonus process and affordable housing requirements to developers</p>
<p>Program 4.3.2 – Implement Chapter 14.28 of the Municipal Code, which defines the number of required below-market-rate (BMR) units by development size and type, and requires on larger projects (greater than 10 market-rate units) that the BMR units generally reflect the size and number of bedrooms of the market rate units</p>	<p>Implement BMR housing regulations</p>	<p>On-going</p>	<p>Continue to implement as amended in 2018 to require 15% affordability for projects having 5-9 units and increase the percentage of affordable units in projects having 10 or more units from 15% to 20% for low income in rental proejects and from 10% to 15% for very low income rental projects and increase the percentage of BMR units in an ownership project from 10% to 15% with the majority of the units affordable to moderate income households.</p>
<p>Program 4.3.3 –Consider reduced parking requirements for certain housing types and affordable housing units.</p>	<p>Consider reduced parking for affordable housing</p>	<p>On-going</p>	<p>The City's Density Bonus ordinance was amended to implement State Density Bonus law with regard to reduced parking ratios and elimination of guest parking. The City's Density Bonus Law is currently being updated to reflect additional changes to state laws with regards to reduced parking ratios allowed.</p>

Program 4.3.4 – Continue to encourage maximum densities.	Encourage max density	Annually	Continue to implement
Program 4.3.5 – Initiate an affordable housing administration contract review and renewal.	Initiate affordable housing administrative contract renewal	7/1/2015	Agreement with Palo Alto Housing finalized in 2018 and they now serve as housing provider.
Program 4.3.6 – Improve the City’s BMR program priority ranking process.	Evaluate the application priority ranking process	7/1/2015	Implemented March 2015, revised priority list to merge Los Altos residents and those employed within the City limits as a second priority
Program 4.3.7 – Consider a commercial development linkage fee for affordable housing.	Consider Affordable housing linkage fees	1/16/2019	Adopted a commercial development linkage fee in 2018.
Program 5.1.1 – Assist residents with housing discrimination and landlord-tenant complaints.	Assist residents with housing and discrimination, and landlord-tenant issues	On-going	Continue to implement
Program 6.1.1 – Discourage senior-only housing from converting to other uses.	Discourage conversion of senior-only projects	On-going	Continue to implement
Program 6.1.2 – Assist seniors to maintain and rehabilitate their homes.	Assist seniors to maintain and rehabilitate their homes	On-going	Continue to implement, created a handout on Age Friendly Design Elements
Program 6.1.3 – Encourage conforming and contextual senior housing near transportation and services.	Encourage senior housing near transit and services	On-going	Continue to implement

Program 6.2.1 – Provide senior housing density bonuses and development incentives.	Provide senior housing density bonuses and development incentives	On-going	Continue to implement
Program 6.2.2 – Designate and encourage senior housing on specific well-suited sites.	Designate and encourage senior housing on well-suited sites	On-going	Continue to implement
Program 6.2.3 – Mixed-use development, including developments that contain senior and institutional housing, will be encouraged in public and quasi-public land use areas that are zoned PCF.	Encourage mixed-use developments that contain senior	On-going	Continue to implement
Program 6.2.4 – Senior housing with extended care facilities will be allowed in multifamily and mixed-use zoning districts.	Allow senior extended care in multi-family and mixed-use districts	On-going	Continue to implement
Program 7.1.1 – Promote energy and water conservation through education and awareness campaigns.	Promote energy and water conservation	On-going	Staff and the Environmental Commission continue to implement
Program 7.1.2 – Participate in a Property Assessed Clean Energy (PACE) financing program.	Participate in PACE financing	On-going	City adopted a Resolution supporting PACE programs
Program 7.1.3 – Promote the use of solar energy.	Promote solar energy	On-going	Continue to implement and as required by Green Building and Title-24 Building requirements.

<p>Program 7.2.1 – Implement energy-efficient regulations.</p>	<p>Implement energy efficiency regulations</p>	<p>On-going</p>	<p>Continue to implement and as required by Green Building and Title-24 Building requirements.</p>
<p>Program 7.2.2 – Monitor and implement thresholds and statutory requirements of climate change legislation.</p>	<p>Monitor and implement climate change legislation</p>	<p>On-going</p>	<p>Staff continues to implement including the City’s Climate Action Plan. A new Climate Action Plan is currently under development and anticipated to be adopted in 2022.</p>
<p>Program 8.1.1 – Develop annual housing status report.</p>	<p>Develop annual housing status reports</p>	<p>Annually</p>	<p>Staff continues to implement</p>
<p>Program 8.2.1 – Participate in the regional housing needs determination.</p>	<p>Participate in Regional Housing Needs Determinations</p>	<p>On-going</p>	<p>Staff continues to implement</p>

Jurisdiction	Los Altos	
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Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F

Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)

Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.

Activity Type	Units that Do Not Count Towards RHNA ⁺ Listed for Informational Purposes Only				Units that Count Towards RHNA ⁺ Note - Because the statutory requirements severely limit what can be counted, please contact HCD to receive the password that will enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1 ⁺
	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺	TOTAL UNITS ⁺	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺	TOTAL UNITS ⁺	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Residential Units									
Mobilehome Park Preservation									
Total Units by Income									

Jurisdiction	Los Altos	
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Building Permits Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	3
Low	Deed Restricted	2
	Non-Deed Restricted	19
Moderate	Deed Restricted	6
	Non-Deed Restricted	31
Above Moderate		58
Total Units		119

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

Units by Structure Type	Entitled	Permitted	Completed
SFA	0	0	0
SFD	0	0	1
2 to 4	4	0	0
5+	0	57	0
ADU	68	62	22
MH	0	0	0
Total	72	119	23

Housing Applications Summary	
Total Housing Applications Submitted:	76
Number of Proposed Units in All Applications Received:	191
Total Housing Units Approved:	75
Total Housing Units Disapproved:	0

Use of SB 35 Streamlining Provisions	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

Units Constructed - SB 35 Streamlining Permits			
Income	Rental	Ownership	Total
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0

Cells in grey contain auto-calculation formulas

Jurisdiction	Los Altos
Reporting Year	2021 (Jan. 1 - Dec. 31)

Please update the status of the proposed uses listed in the entity's application for funding and the c 50515.02 or 50515.03, as applicable.

Total Award Amount	\$
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Task	\$ Amount Awarded	\$ Cumulative Reimbursement Requested

Summary of entitlements, building permits, and certificates of occupancy (auto-populated from Tak

Completed Entitlement Issued by Affordability Summary	
Income Level	
Very Low	Deed Restricted
	Non-Deed Restricted
Low	Deed Restricted
	Non-Deed Restricted
Moderate	Deed Restricted
	Non-Deed Restricted
Above Moderate	
Total Units	

Building Permits Issued by Affordability Summary	
Income Level	
Very Low	Deed Restricted
	Non-Deed Restricted
Low	Deed Restricted
	Non-Deed Restricted

Moderate	Deed Restricted
	Non-Deed Restricted
Above Moderate	
Total Units	

Certificate of Occupancy Issued by Affordability Summary	
Income Level	
Very Low	Deed Restricted
	Non-Deed Restricted
Low	Deed Restricted
	Non-Deed Restricted
Moderate	Deed Restricted
	Non-Deed Restricted
Above Moderate	
Total Units	

6
31
58
119

Current Year
0
0
0
0
0
0
0
23
23

eligible uses specified in Section

Other Funding	Notes

Jurisdiction	Los Altos	
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Note: "+" indicates an optional field
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(CCR Title 25 §6202)

Table A
Housing Development Applications Submitted

Project Identifier				Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes							Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Density Bonus Applications		Application Status	Notes		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA, SFD, 2 to 4.5+ ADU, MH)	Tenure R=Renter O=Owner	Date Application Submitted+ (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by Project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Was a Density Bonus requested for this housing development?	Was a Density Bonus approved for this housing development?	Please indicate the status of the application.	Notes*
<i>Summary Row: Start Data Entry Below</i>																						
	16741029	355 First St	355 First St	DR 21-0003	5+	O	4/7/2021	3						173	191	76						
	16741052	376 First St	376 First St	D19-0009	5+	O	10/7/2021						3	12	15			No	Yes	N/A	Pending	
	17039043	140 Lyell St	140 Lyell St	D19-0007	2 to 4	O	2/23/2021	1						3	4	4		No	No	N/A	Approved	
	16711044	4350 El Camino Real	4350 El Camino Real	19-D-01	5+	O	12/15/2021	3					4	40	47			No	Yes	N/A	Pending	
	15741009	440 First St	440 First St	D20-0004	2 to 4	O	5/12/2021							4	4	4		No	No	N/A	Approved	
	19341024	1440 OAKHURST AV		2019-1108654	ADU	O	10/2/2021							1	1	1		No	No	N/A	Approved	
	18914070	1460 AURA WAY		ADU20-0021	ADU	O	1/26/2021						1	1	1	1		No	No	N/A	APPROVED	
	18926054	741 SUNSHINE DR		ADU20-0023	ADU	O	6/11/2021						1	1	1	1		No	No	N/A	APPROVED	
	19338019	1170 PAYNE DR		ADU20-0033	ADU	O	1/15/2021						1	1	1	1		No	No	N/A	APPROVED	
	18929029	747 ARROYO RD		ADU20-0041	ADU	O	2/2/2021						1	1	1	1		No	No	N/A	APPROVED	
	18948030	201 FREMONT AVE		ADU20-0043	ADU	O	6/16/2021						1	1	1	1		No	No	N/A	APPROVED	
	16723004	55 BELDEN DR		ADU20-0047	ADU	O	8/12/2021						1	1	1	1		No	No	N/A	APPROVED	
	31811026	1811 WENRICK CT		ADU20-0053	ADU	O	2/4/2021						1	1	1	1		No	No	N/A	APPROVED	
	17027036	215 LYELL ST		ADU20-0055	ADU	O	7/21/2021						1	1	1	1		No	No	N/A	APPROVED	
	16735039	188 LOS ALTOS AVE		ADU20-0056	ADU	O	4/22/2021						1	1	1	1		No	No	N/A	APPROVED	
	17020076	693 HOLLINGSWORTH DR		ADU20-0057	ADU	O	2/3/2021						1	1	1	1		No	No	N/A	APPROVED	
	31817023	1800 ALFORD AVE		ADU20-0059	ADU	O	5/12/2021						1	1	1	1		No	No	N/A	Pending	
	17043017	118 MERRITT CT		ADU20-0062	ADU	O	1/11/2021						1	1	1	1		No	No	N/A	APPROVED	
	19344019	1081 DARTMOUTH LN		ADU20-0063	ADU	O	1/30/2021						1	1	1	1		No	No	N/A	APPROVED	
	16743037	400 JUANITA WAY		ADU21-0001	ADU	O	2/19/2021						1	1	1	1		No	No	N/A	APPROVED	
	31802056	1275 RICHARDSON AVE		ADU21-0002	ADU	O	5/7/2021						1	1	1	1		No	No	N/A	APPROVED	
	18936034	654 SPRINGER TER		ADU21-0003	ADU	O	3/10/2021						1	1	1	1		No	No	N/A	APPROVED	
	16717007	110 PASA ROBLES AVE		ADU21-0006	ADU	O	6/4/2021						1	1	1	1		No	No	N/A	APPROVED	
	17022039	270 SUNKIST LN		ADU21-0008	ADU	O	8/2/2021						1	1	1	1		No	No	N/A	APPROVED	
	18941043	918 ECHO DR		ADU21-0009	ADU	O	4/28/2021						1	1	1	1		No	No	N/A	APPROVED	
	18957004	251 COWINGTON RD		ADU21-0010	ADU	O	2/18/2021						1	1	1	1		No	No	N/A	APPROVED	
	19704050	1473 RAVENSWOOD DR		ADU21-0012	ADU	O	3/16/2021						1	1	1	1		No	No	N/A	APPROVED	
	34208033	1240 MONTE VERDE CT		ADU21-0014	ADU	O	4/7/2021						1	1	1	1		No	No	N/A	APPROVED	
	19318002	1057 COWINGTON RD		ADU21-0016	ADU	O	4/15/2021						1	1	1	1		No	No	N/A	APPROVED	
	17031011	121 DOUD DR		ADU21-0017	ADU	O	7/27/2021						1	1	1	1		No	No	N/A	APPROVED	
	18952060	520 BENVENUE AVE		ADU21-0018	ADU	O	8/3/2021						1	1	1	1		No	No	N/A	APPROVED	
	17026019	140 GORDON WAY		ADU21-0019	ADU	O	7/8/2021						1	1	1	1		No	No	N/A	APPROVED	
	18910012	1048 GOLDEN WAY		ADU21-0020	ADU	O	5/24/2021						1	1	1	1		No	No	N/A	APPROVED	
	16736025	72 VIEW ST		ADU21-0021	ADU	O	11/23/2021						1	1	1	1		No	No	N/A	APPROVED	
	17517046	789 ORANGE AVE		ADU21-0022	ADU	O	5/25/2021						1	1	1	1		No	No	N/A	APPROVED	
	16710012	269 LANGTON AVE		ADU21-0024	ADU	O	7/19/2021						1	1	1	1		No	No	N/A	APPROVED	
	18937069	698 SAN MARTIN PL		ADU21-0025	ADU	O	6/26/2021						1	1	1	1		No	No	N/A	APPROVED	
	17026078	230 VALLEY ST		ADU21-0026	ADU	O	10/21/2021						1	1	1	1		No	No	N/A	APPROVED	
	18941051	853 CAMPBELL AVE		ADU21-0027	ADU	O	6/29/2021						1	1	1	1		No	No	N/A	APPROVED	
	18909051	951 SEENA AVE		ADU21-0028	ADU	O	8/27/2021						1	1	1	1		No	No	N/A	APPROVED	
	16723010	678 TOMI LEA ST		ADU21-0029	ADU	O	5/28/2021						1	1	1	1		No	No	N/A	APPROVED	
	17515014	581 UNIVERSITY AVE		ADU21-0030	ADU	O	10/4/2021						1	1	1	1		No	No	N/A	APPROVED	
	17022024	283 SUNKIST LN		ADU21-0031	ADU	O	12/11/2021						1	1	1	1		No	No	N/A	Pending	
	18918001	817 BERRY AVE		ADU21-0032	ADU	O	7/20/2021						1	1	1	1		No	No	N/A	APPROVED	
	18950044	494 ROSITA AVE		ADU21-0033	ADU	O	6/2/2021						1	1	1	1		No	No	N/A	APPROVED	
	33602058	812 NASH RD		ADU21-0034	ADU	O	6/3/2021						1	1	1	1		No	No	N/A	APPROVED	
	19719104	1365 GRANT RD		ADU21-0035	ADU	O	6/16/2021						1	1	1	1		No	No	N/A	APPROVED	
	19705016	1745 SELIG LN		ADU21-0036	ADU	O	8/13/2021						1	1	1	1		No	No	N/A	APPROVED	
	16733051	370 YERBA SANTA AVE		ADU21-0037	ADU	O	8/2/2021						1	1	1	1		No	No	N/A	APPROVED	
	19703009	1640 ELMHURST DR		ADU21-0038	ADU	O	6/25/2021						1	1	1	1		No	No	N/A	APPROVED	
	17014019	730 VERA CRUZ AVE		ADU21-0039	ADU	O	8/18/2021						1	1	1	1		No	No	N/A	APPROVED	
	18935086	40 SPRINGER RD		ADU21-0040	ADU	O	6/23/2021						1	1	1	1		No	No	N/A	APPROVED	
	18911014	1035 RUSSELL AVE		ADU21-0041	ADU	O	6/24/2021						1	1	1	1		No	No	N/A	APPROVED	
	18939010	633 ARBOLEDA DR		ADU21-0044	ADU	O	11/30/2021						1	1	1	1		No	No	N/A	APPROVED	

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Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

(CCR Title 25 §6202)

**Table A
Housing Development Applications Submitted**

Project Identifier				Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes							Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Density Bonus Applications		Application Status	Notes		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4.5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted* (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Was a Density Bonus requested for this housing development?	Was a Density Bonus approved for this housing development?	Please indicate the status of the application.	Notes*
Summary Row: Start Data Entry Below																						
19345016	1160	RUNNYMEAD DR		ADU21-0045	ADU	O	12/20/2021								1	1			No	No	N/A	APPROVED
19703038	1706	OAK AVE		ADU21-0048	ADU	O	6/21/2021								1	1			No	No	N/A	APPROVED
19343011	1243	CARMEL TER		ADU21-0049	ADU	O	7/22/2021								1	1			No	No	N/A	APPROVED
18953042	468	HAWTHORNE AVE		ADU21-0050	ADU	O	12/7/2021								1	1			No	No	N/A	APPROVED
17026046	214	EDITH AVE		ADU21-0052	ADU	O	10/25/2021								1	1			No	No	N/A	APPROVED
19327043	960	HAYMAN PL		ADU21-0053	ADU	O	9/20/2021								1	1			No	No	N/A	APPROVED
17011024	660	DISTEL DR		ADU21-0054	ADU	O	8/12/2021								1	1			No	No	N/A	APPROVED
16714004	1031	ESTRELLITA WAY		ADU21-0055	ADU	O	10/25/2021								1	1			No	No	N/A	APPROVED
19340022	1550	OAKHURST AVE		ADU21-0058	ADU	O	9/24/2021								1	1			No	No	N/A	APPROVED
16722014	168	West Portola Avenue		ADU21-0060	ADU	O	8/27/2021								1	1			No	No	N/A	APPROVED
18914089	944	AURA WAY		ADU21-0061	ADU	O	9/22/2021								1	1			No	No	N/A	Pending
17043023	20	ANGELA DR		ADU21-0062	ADU	O	9/10/2021								1	1			No	No	N/A	APPROVED
16724026	275	VERNAL CT		ADU21-0064	ADU	O	9/3/2021								1	1			No	No	N/A	APPROVED
34203046	552	SEQUOIA DR		ADU21-0066	ADU	O	12/7/2021								1	1			No	No	N/A	APPROVED
31802042	1210	FREMONT AVE		ADU21-0067	ADU	O	12/13/2021								1	1			No	No	N/A	APPROVED
17027028	318	GORDON WAY		ADU21-0068	ADU	O	10/8/2021								1	1			No	No	N/A	APPROVED
18929052	789	RAYMUNDO AVE		ADU21-0073	ADU	O	9/21/2021								1	1			No	No	N/A	APPROVED
18946035	1052	ECHO DR		ADU21-0074	ADU	O	10/7/2021								1	1			No	No	N/A	APPROVED
19716027	1544	KATHY LN		ADU21-0075	ADU	O	11/12/2021								1	1			No	No	N/A	APPROVED
18953033	425	BENVENUE AVE		ADU21-0076	ADU	O	11/18/2021								1	1			No	No	N/A	APPROVED
31822016	1730	HOLT AVE		ADU21-0094	ADU	O	12/1/2021								1	1			No	No	N/A	Pending
19341023	1450	MCKENZIE AVE		ADU21-0095	ADU	O	12/22/2021								1	1			No	No	N/A	APPROVED

Table A2															
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units															
Project Identifier				Unit Types		Affordability by Household Incomes - Completed Entitlement							5	6	
1	2	3	4	5	6	7	8	9	10	11	12	13	14		
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Entitlement Date Approved	# of Units Issued Entitlements
Summary Row: Start Data Entry Below															
							1	0	0	1	0	13	57	72	
	16741019	425 FIRST STREET	425 FIRST STREET	BLD19-01450	5+	O									0
	16741066	389 FIRST STREET	389 FIRST STREET	BLD19-01769	5+	O									0
	16741078	450 FIRST STREET	450 FIRST STREET	BLD20-00925	5+	O									0
	19341024	1440 OAKHURST AV	UNIT A	2019-071584	ADU	O									0
	18938042	689 RIVERA DR		BLD19-00972	ADU	O									0
	17028025	21 A OSAGE AVE		BLD19-01797	ADU	O									0
	34209023	1280 EVA AVE		BLD20-00503	ADU	O									0
	31801028	1650 JOLLY CT		BLD20-00950	ADU	O									0
	18938002	606 A PACO DR		BLD20-01027	ADU	O									0
	17037006	166 A LVELL ST		BLD20-01134	ADU	O									0
	16742010	561 GUADALUPE DR		BLD20-01135	ADU	O									0
	19719002	1448 A MIRAVALLE AVE		BLD20-01231	ADU	O									0
	17003007	261 A PORTOLA CT		BLD20-01317	ADU	O									0
	17023008	633 A SPARGUR DR		BLD20-01367	ADU	O									0
	19328009	1000 A ALEGRE AVE		BLD20-01394	ADU	O									0
	18936030	626 A SPRINGER TER		BLD20-01419	ADU	O									0
	19340025	1075 FREMONT AVE	UNIT A	BLD20-01466	ADU	O									0
	18940017	862 A ARBOLEDA DR		BLD20-01493	ADU	O									0
	16730042	140 A HAMILTON CT		BLD20-01494	ADU	O									0
	16713002	1052 A MERCEDES AVE		BLD20-01518	ADU	O									0
	19718055	1401 A MARINOVICH WAY		BLD20-01520	ADU	O									0
	16729051	119 CORONADO AVE	Unit A	BLD20-01535	ADU	O									0
	17040080	77 A LVELL STREET		BLD20-01553	ADU	O									0
	17040080	67 A LVELL ST		BLD20-01556	ADU	O									0
	31802056	1275 RICHARDSON AVE		BLD20-01583	ADU	O			1				5/7/2021		0
	31818074	1694 BEN ROE AVENUE	UNIT A	BLD20-01636	ADU	O									0
	16724012	265 PINE LANE		BLD20-01658	ADU	O									0
	17011010	645 A LOS NEGROS WAY		BLD20-01669	ADU	O									0
	16712033	1023 MERCEDES AVENUE	UNIT A	BLD21-00046	ADU	O									0
	17028014	226 FRANCES DR	UNIT A	BLD21-00048	ADU	O									0
	19342038	1359 A MCKENZIE AVE		BLD21-00060	ADU	O									0
	16727079	575 A LOS ALTOS AVE		BLD21-00081	ADU	O									0
	19338034	1345 OAKHURST AVENUE	UNIT A	BLD21-00077	ADU	O									0
	17043017	118 A MERRITT CT		BLD21-00086	ADU	O						1	1/11/2021		1
	18914070	1460 AURA WAY	UNIT A	BLD21-00130	ADU	O						1	1/26/2021		1
	18929029	747 A ARROYO RD		BLD21-00182	ADU	O					1		2/2/2021		1
	18939021	465 A ARBOLEDA DR		BLD21-00230	ADU	O									0
	17022045	231 A ALICIA WAY		BLD21-00271	ADU	O									0
	16733020	362 A YERBA BUENA AVE		BLD21-00305	ADU	O									0
	31811028	1811 A WENRICK CT		BLD21-00349	ADU	O					1		2/4/2021		1
	16743037	400 A JUANITA WAY		BLD21-00398	ADU	O					1		2/19/2021		1
	18957004	251 COVINGTON RD	Unit A	BLD21-00424	ADU	O					1		2/19/2021		1
	19704050	1473 RAVENSWOOD DR		BLD21-00442	ADU	O									1
	18937054	699 SAN MARTIN PL	UNIT A	BLD21-00477	ADU	O					1		3/16/2021		1
	18936034	654 A SPRINGER TER		BLD21-00493	ADU	O					1		3/10/2021		1
	34208033	1240 MONTE VERDE CT		BLD21-00553	ADU	O					1		4/7/2021		1
	16718082	831 A LOS ALTOS AVE		BLD21-00627	ADU	O					1		1/15/2021		1
	19328002	1057 COVINGTON RD	UNIT A	BLD21-00665	ADU	O									0
	17015009	99 A E PORTOLA AVE		BLD21-00701	ADU	O					1		4/15/2021		1
	31802056	1275 RICHARDSON AVE	UNIT A	BLD21-00787	ADU	O									0
	19328009	1000 A ALEGRE AVE		BLD21-00861	ADU	O					1		5/7/2021		1
	16735038	188 LOS ALTOS AVE	Unit A	BLD21-00898	ADU	O									0
	19719104	1365 GRANT RD		BLD21-01041	ADU	O					1		4/22/2021		1
	18914083	990 AURA WAY		BLD21-01086	ADU	O					1		6/16/2021		1
	16717007	110 PASA ROBLES AVE	UNIT A	BLD21-01113	ADU	O									0
	18935066	40 S SPRINGER RD		BLD21-01130	ADU	O					1				1
	18911014	1035 RUSSELL AVE		BLD21-01171	ADU	O						1	6/23/2021		1
	18930008	755 A VISTA GRANDE AVE		BLD21-01175	ADU	O						1	6/24/2021		1
	19703038	1706 OAK AVE	UNIT A	BLD21-01186	ADU	O									0
	16723010	678 TOMLEA ST	UNIT A	BLD21-01271	ADU	O						1	6/21/2021		1
	17031011	121 DOUG DR	UNIT A	BLD21-01328	ADU	O						1	5/28/2021		1
	17518054	761 UNIVERSITY AVE	UNIT A	BLD21-01645	ADU	O						1	7/27/2021		1
	34207016	1985 LAVER CT	UNIT A	BLD21-01774	ADU	O									0
	17021050	215 VERANO DR	UNIT A	BLD21-01920	ADU	O									0
	17038029	321 Edna Court		2019-071575	ADU	O									0
	18948014	200 COVINGTON RD		BLD19-00989	ADU	O									0
	17511047	13 CYPRESS CT		BLD19-00310	ADU	O									0
	17517058	672 PALM AVE		BLD19-00843	ADU	O									0
	17040016	49 LVELL ST		BLD19-01029	ADU	O									0
	18936068	601 HAWTHORNE AVE		BLD19-01193	ADU	O									0
	19716056	15444 MARLBOROUGH AVE		BLD19-01777	ADU	O									0
	17020005	659 SPARGUR DR		BLD19-01785	ADU	O									0
	17040080	77 LVELL ST		BLD19-01831	SFD	R									0
	18936036	668 A SPRINGER TER		BLD20-00120	ADU	O									0
	19338036	1194 PAYNE DR		BLD20-00310	ADU	O									0
	16738074	170 LOS ALTOS AVE		BLD20-00492	ADU	O									0
	17022053	335 ALICIA WAY		BLD20-00552	ADU	O									0
	16723102	15 MAY LN		BLD20-00579	ADU	O									0
	17027006	330 Waverly Court		BLD20-00761	ADU	O									0
	19703026	1621 A PINEHURST DR		BLD20-00924	ADU	O									0
	17021046	258A VERANO DR		BLD20-01021	ADU	O									0
	17039043	140 Lyell St	140 Lyell St	D19-0007	2 to 4	O	1					3	2/23/2021		4

Table A2															
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units															
Project Identifier				Unit Types			Affordability by Household Incomes - Completed Entitlement								
1				2		3	4							5	6
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA SFD, 2 to 4,5+, ADU, MH)	Tenure R=Renter O=Owner	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Entitlement Date Approved	# of Units Issued Entitlements
Summary Row: Start Data Entry Below															
	19339019	1170 PAYNE DR		BLD21-00577	ADU	O	1	0	0	1	0	13	57		72
	18926054	741 SUNSHINE DR		ADU20-0023	ADU	O							1	2/18/2021	1
	18948030	201 FREMONT AVE		ADU20-0043	ADU	O							1	6/11/2021	1
	16723004	55 BELDEN DR		ADU20-0047	ADU	O							1	8/12/2021	1
	17027036	215 LYELL ST		ADU20-0055	ADU	O							1	7/21/2021	1
	17029078	693 HOLLINGSWORTH DR		ADU20-0057	ADU	O							1	2/3/2021	1
	19344019	1081 DARTMOUTH LN		ADU20-0063	ADU	O							1	1/30/2021	1
	17022039	270 SUNKIST LN		ADU21-0008	ADU	O							1	8/2/2021	1
	18941043	918 ECHO DR		ADU21-0009	ADU	O							1	4/28/2021	1
	18952060	520 BENVENUE AVE		ADU21-0018	ADU	O							1	8/3/2021	1
	17026019	140 GORDON WAY		ADU21-0019	ADU	O							1	7/8/2021	1
	18910019	1048 GOLDEN WAY		ADU21-0020	ADU	O							1	5/24/2021	1
	16736025	72 VIEW ST		ADU21-0021	ADU	O							1	11/23/2021	1
	17517046	789 ORANGE AVE		ADU21-0022	ADU	O							1	5/25/2021	1
	16710012	269 LANGTON AVE		ADU21-0024	ADU	O							1	7/19/2021	1
	18837068	698 SAN MARTIN PL		ADU21-0025	ADU	O							1	6/26/2021	1
	17026078	230 VALLEY ST		ADU21-0026	ADU	O							1	10/21/2021	1
	18941051	833 CAMPBELL AVE		ADU21-0027	ADU	O							1	6/29/2021	1
	18909051	951 SEENA AVE		ADU21-0028	ADU	O							1	8/27/2021	1
	17515014	581 UNIVERSITY AVE		ADU21-0030	ADU	O							1	10/4/2021	1
	18918001	817 BERRY AVE		ADU21-0032	ADU	O							1	7/20/2021	1
	18950044	494 ROSITA AVE		ADU21-0033	ADU	O							1	6/22/2021	1
	33602058	812 NASH RD		ADU21-0034	ADU	O							1	6/3/2021	1
	19705016	1745 SELIG LN		ADU21-0036	ADU	O							1	8/13/2021	1
	16733051	370 YERBA SANTA AVE		ADU21-0037	ADU	O							1	8/2/2021	1
	19703009	1640 ELMHURST DR		ADU21-0038	ADU	O							1	6/25/2021	1
	17014019	730 VERA CRUZ AVE		ADU21-0039	ADU	O							1	8/18/2021	1
	18939010	633 ARBOLEDA DR		ADU21-0044	ADU	O							1	11/30/2021	1
	19345016	1160 RUNNYMEAD DR		ADU21-0045	ADU	O							1	12/20/2021	1
	19343011	1243 CARMEL TER		ADU21-0049	ADU	O							1	7/22/2021	1
	18953042	468 HAWTHORNE AVE		ADU21-0050	ADU	O							1	12/7/2021	1
	17026048	214 EDITH AVE		ADU21-0052	ADU	O							1	10/25/2021	1
	19327043	960 HAYMAN PL		ADU21-0053	ADU	O							1	9/20/2021	1
	17011024	660 DISTEL DR		ADU21-0054	ADU	O							1	8/12/2021	1
	16714004	1031 ESTRELLITA WAY		ADU21-0055	ADU	O							1	10/25/2021	1
	19340022	1550 OAKHURST AVE		ADU21-0058	ADU	O							1	9/24/2021	1
	16722014	168 West Portola Avenue		ADU21-0060	ADU	O							1	8/27/2021	1
	17043023	20 ANGELA DR		ADU21-0062	ADU	O							1	9/10/2021	1
	16724028	275 VERNAL CT		ADU21-0064	ADU	O							1	9/3/2021	1
	34203046	552 SEQUOIA DR		ADU21-0066	ADU	O							1	12/7/2021	1
	31802042	1210 FREMONT AVE		ADU21-0067	ADU	O							1	12/13/2021	1
	17027028	318 GORDON WAY		ADU21-0068	ADU	O							1	10/8/2021	1
	18829052	789 RAYMUNDO AVE		ADU21-0073	ADU	O							1	9/21/2021	1
	18946035	1052 ECHO DR		ADU21-0074	ADU	O							1	10/7/2021	1
	19716027	1544 KATHY LN		ADU21-0075	ADU	O							1	11/12/2021	1
	18953033	425 BENVENUE AVE		ADU21-0076	ADU	O							1	11/18/2021	1
	19341023	1450 MCKENZIE AVE		ADU21-0095	ADU	O							1	12/22/2021	1

Table A2											
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units											
Project Identifier			Affordability by Household Incomes - Building Permits								
			7							8	9
Current APN	Street Address	Project Name*	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Building Permits Date Issued	# of Units Issued Building Permits
			0	3	2	19	6	31	58		119
16741019	425 FIRST STREET	425 FIRST STREET			1		2		17	4/1/2021	20
16741066	389 FIRST STREET	389 FIRST STREET					1		9	3/8/2021	10
16741078	450 FIRST STREET	450 FIRST STREET			1		3		23	11/2/2021	27
19341024	1440 OAKHURST AV UNIT A			1						9/29/2021	1
18936042	689 RIVIERA DR			1						9/1/2021	1
17028025	21 A OSAGE AVE			1						5/19/2021	1
34209023	1280 EVA AVE					1				5/7/2021	1
31801028	1650 JOLLY CT					1				2/18/2021	1
18938002	606 A PACO DR					1				1/11/2021	1
17037006	166 A LYELL ST					1				1/19/2021	1
16742010	561 GUADALUPE DR					1				3/26/2021	1
19719002	1448 A MIRAVALLE AVE					1				7/15/2021	1
17003007	261 A PORTOLA CT					1				7/28/2021	1
17020008	633 A SPARGUR DR					1				4/21/2021	1
19328009	1000 A ALEGRE AVE					1				5/27/2021	1
18936030	626 A SPRINGER TER					1				2/10/2021	1
19340025	1075 FREMONT AVE UNIT A					1				9/23/2021	1
18940017	682 A ARBOLEDA DR					1				6/2/2021	1
16730042	140 A HAMILTON CT					1				6/14/2021	1
16713002	1052 A MERCEDES AVE					1				6/4/2021	1
19718055	1401 A MARINOVICH WAY					1				4/15/2021	1
16729051	119 CORONADO AVE Unit A					1				2/24/2021	1
17040080	77 A LYELL STREET					1				3/1/2021	1
17040080	67 A LYELL ST					1				3/1/2021	1
31802056	1275 RICHARDSON AVE					1				3/18/2021	1
31818074	1694 BEN ROE AVENUE UNIT A							1		5/20/2021	1
16724012	265 PINE LANE							1		1/7/2021	1
17011010	645 A LOS NINOS WAY							1		5/11/2021	1
16712033	1023 MERCEDES AVENUE UNIT A							1		4/27/2021	1
17026014	226 FRANCES DR UNIT A							1		8/11/2021	1
19342038	1359 A MCKENZIE AVE							1		4/8/2021	1
16727079	575 A LOS ALTOS AVE							1		6/21/2021	1
19339034	1345 OAKHURST AVENUE UNIT A							1		6/3/2021	1
17043017	118 A MERRITT CT							1		7/15/2021	1
18914070	1460 AURA WAY UNIT A							1		9/29/2021	1
18929029	747 A ARROYO RD							1		5/7/2021	1
18939021	495 A ARBOLEDA DR							1		6/2/2021	1
17022045	231 A ALICIA WAY							1		6/28/2021	1
16733020	362 A YERBA BUENA AVE							1		2/25/2021	1
31811026	1811 A WENRICK CT							1		5/27/2021	1
16743037	400 A JUANITA WAY							1		8/3/2021	1
18957004	251 COVINGTON RD Unit A							1		8/30/2021	1
19704050	1473 RAVENSWOOD DR							1		6/17/2021	1

Table A2												
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units												
Project Identifier			Affordability by Household Incomes - Building Permits								8	9
Current APN	Street Address	Project Name*	7							Building Permits Date Issued	# of Units Issued Building Permits	
			Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income			
			0	3	2	19	6	31	58		119	
18937054	699 SAN MARTIN PL UNIT A							1		11/30/2021	1	
18936034	654 A SPRINGER TER							1		7/13/2021	1	
34208033	1240 MONTE VERDE CT							1		7/7/2021	1	
16718082	831 A LOS ALTOS AVE							1		8/10/2021	1	
19328002	1057 COVINGTON RD UNIT A							1		10/8/2021	1	
17013009	99 A E PORTOLA AVE							1		5/5/2021	1	
31802056	1275 RICHARDSON AVE UNIT A							1		8/11/2021	1	
19328009	1000 A ALEGRE AVE							1		5/27/2021	1	
16735038	188 LOS ALTOS AVE Unit A							1		11/22/2021	1	
19719104	1365 GRANT RD							1		9/22/2021	1	
18914083	990 AURA WAY							1		11/17/2021	1	
16717007	110 PASA ROBLES AVE UNIT A							1		10/27/2021	1	
18935066	40 S SPRINGER RD							1		9/22/2021	1	
18911014	1035 RUSSELL AVE								1	12/20/2021	1	
18930008	755 A VISTA GRANDE AVE								1	7/13/2021	1	
19703038	1706 OAK AVE UNIT A								1	11/2/2021	1	
16723010	678 TOMI LEA ST UNIT A								1	11/10/2021	1	
17031011	121 DOUD DR UNIT A								1	10/28/2021	1	
17518054	761 UNIVERSITY AVE UNIT A								1	9/24/2021	1	
34207016	1985 LAVER CT UNIT A								1	10/20/2021	1	
17021050	215 VERANO DR UNIT A								1	11/15/2021	1	
17036029	321 Edna Court										0	
18948014	200 COVINGTON RD										0	
17511047	13 CYPRESS CT										0	
17517058	672 PALM AVE										0	
17040016	49 LYELL ST										0	
18936068	601 HAWTHORNE AVE										0	
19716056	1544A MARLBAROUGH AVE										0	
17020005	659 SPARGUR DR										0	
17040080	77 LYELL ST										0	
18936036	668 A SPRINGER TER										0	
19338036	1194 PAYNE DR										0	
16735074	170 LOS ALTOS AVE										0	
17022053	335 ALICIA WAY										0	
16723102	15 MAY LN										0	
17027006	330 Waverly Court										0	
19703026	1621 A PINEHURST DR										0	
17021046	258A VERANO DR										0	
17039043	140 Lyell St	140 Lyell St									0	
19338019	1170 PAYNE DR								1	9/28/2021	1	
18926054	741 SUNSHINE DR										0	

Table A2												
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units												
Project Identifier			Affordability by Household Incomes - Building Permits								8	9
Current APN	Street Address	Project Name*	7							Building Permits Date Issued	# of Units Issued Building Permits	
			Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income			
			0	3	2	19	6	31	58		119	
18948030	201 FREMONT AVE										0	
16723004	55 BELDEN DR										0	
17027036	215 LYELL ST										0	
17020076	693 HOLLINGSWORTH DR										0	
19344019	1081 DARTMOUTH LN										0	
17022039	270 SUNKIST LN										0	
18941043	918 ECHO DR										0	
18952060	520 BENVENUE AVE										0	
17026019	140 GORDON WAY										0	
18910012	1048 GOLDEN WAY										0	
16736025	72 VIEW ST										0	
17517046	789 ORANGE AVE										0	
16710012	269 LANGTON AVE										0	
18937068	698 SAN MARTIN PL										0	
17026078	230 VALLEY ST										0	
18941051	853 CAMPBELL AVE										0	
18909051	951 SEENA AVE										0	
17515014	581 UNIVERSITY AVE										0	
18918001	817 BERRY AVE										0	
18950044	494 ROSITA AVE										0	
33602058	812 NASH RD										0	
19705016	1745 SELIG LN										0	
16733051	370 YERBA SANTA AVE										0	
19703009	1640 ELMHURST DR										0	
17014019	730 VERA CRUZ AVE										0	
18939010	633 ARBOLEDA DR										0	
19345016	1160 RUNNYMEAD DR										0	
19343011	1243 CARMEL TER										0	
18953042	468 HAWTHORNE AVE										0	
17026048	214 EDITH AVE										0	
19327043	960 HAYMAN PL										0	
17011024	660 DISTEL DR										0	
16714004	1031 ESTRELLITA WAY										0	
19340022	1550 OAKHURST AVE										0	
16722014	168 West Portola Avenue										0	
17043023	20 ANGELA DR										0	
16724026	275 VERNAL CT										0	
34203046	552 SEQUOIA DR										0	
31802042	1210 FREMONT AVE										0	
17027028	318 GORDON WAY										0	
18929052	789 RAYMUNDO AVE										0	

Table A2												
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units												
Project Identifier			Affordability by Household Incomes - Building Permits								8	9
			7									
Current APN	Street Address	Project Name*	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Building Permits <u>Date Issued</u>	# of Units Issued Building Permits	
			0	3	2	19	6	31	58		119	
18946035	1052 ECHO DR										0	
19716027	1544 KATHY LN										0	
18953033	425 BENVENUE AVE										0	
19341023	1450 MCKENZIE AVE										0	

Table A2											
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units											
Project Identifier			Affordability by Household Incomes - Certificates of Occupancy								
Current APN	Street Address	Project Name*	10							11	12
			Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income	Certificates of Occupancy or other forms of readiness (see instructions) <u>Date Issued</u>	# of Units issued Certificates of Occupancy or other forms of readiness
			0	0	0	0	0	0	0	23	23
16741019	425 FIRST STREET	425 FIRST STREET									0
16741066	389 FIRST STREET	389 FIRST STREET									0
16741078	450 FIRST STREET	450 FIRST STREET									0
19341024	1440 OAKHURST AV UNIT A										0
18936042	689 RIVIERA DR										0
17028025	21 A OSAGE AVE										0
34209023	1280 EVA AVE										0
31801028	1650 JOLLY CT								1	5/4/2021	1
18938002	606 A PACO DR								1	12/9/2021	1
17037006	166 A LYELL ST										0
16742010	561 GUADALUPE DR										0
19719002	1448 A MIRAVALLE AVE										0
17003007	261 A PORTOLA CT										0
17020008	633 A SPARGUR DR										0
19328009	1000 A ALEGRE AVE										0
18936030	626 A SPRINGER TER										0
19340025	1075 FREMONT AVE UNIT A										0
18940017	682 A ARBOLEDA DR										0
16730042	140 A HAMILTON CT										0
16713002	1052 A MERCEDES AVE										0
19718055	1401 A MARINOVICH WAY										0
16729051	119 CORONADO AVE Unit A										0
17040080	77 A LYELL STREET								1	9/15/2021	1
17040080	67 A LYELL ST								1	9/15/2021	1
31802056	1275 RICHARDSON AVE										0
31818074	1694 BEN ROE AVENUE UNIT A										0
16724012	265 PINE LANE								1	3/18/2021	1
17011010	645 A LOS NINOS WAY										0
16712033	1023 MERCEDES AVENUE UNIT A										0
17026014	226 FRANCES DR UNIT A										0
19342038	1359 A MCKENZIE AVE										0
16727079	575 A LOS ALTOS AVE										0
19339034	1345 OAKHURST AVENUE UNIT A										0
17043017	118 A MERRITT CT										0
18914070	1460 AURA WAY UNIT A										0
18929029	747 A ARROYO RD										0
18939021	495 A ARBOLEDA DR								1	12/13/2021	1
17022045	231 A ALICIA WAY										0
16733020	362 A YERBA BUENA AVE										0
31811026	1811 A WENRICK CT										0
16743037	400 A JUANITA WAY										0
18957004	251 COVINGTON RD Unit A										0
19704050	1473 RAVENSWOOD DR										0
18937054	699 SAN MARTIN PL UNIT A										0
18936034	654 A SPRINGER TER										0
34208033	1240 MONTE VERDE CT										0
16718082	831 A LOS ALTOS AVE										0
19328002	1057 COVINGTON RD UNIT A										0
17013009	99 A E PORTOLA AVE										0
31802056	1275 RICHARDSON AVE UNIT A										0
19328009	1000 A ALEGRE AVE										0
16735038	188 LOS ALTOS AVE Unit A										0
19719104	1365 GRANT RD										0
18914083	990 AURA WAY										0
16717007	110 PASA ROBLES AVE UNIT A										0
18935066	40 S SPRINGER RD										0
18911014	1035 RUSSELL AVE										0
18930008	755 A VISTA GRANDE AVE										0
19703038	1706 OAK AVE UNIT A										0
16723010	678 TOMI LEA ST UNIT A										0
17031011	121 DOUD DR UNIT A										0

Table A2											
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units											
Project Identifier			Affordability by Household Incomes - Certificates of Occupancy								
Current APN	Street Address	Project Name*	10						11	12	
			Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income	Certificates of Occupancy or other forms of readiness (see instructions) <u>Date Issued</u>	# of Units issued Certificates of Occupancy or other forms of readiness
			0	0	0	0	0	0	0	23	23
17518054	761 UNIVERSITY AVE UNIT A										0
34207016	1985 LAVER CT UNIT A										0
17021050	215 VERANO DR UNIT A										0
17036029	321 Edna Court								1	11/18/2021	1
18948014	200 COVINGTON RD								1	1/12/2021	1
17511047	13 CYPRESS CT								1	4/15/2021	1
17517058	672 PALM AVE								1	4/14/2021	1
17040016	49 LYELL ST								1	1/12/2021	1
18936068	601 HAWTHORNE AVE								1	1/14/2021	1
19716056	1544A MARLBAROUGH AVE								1	1/6/2021	1
17020005	659 SPARGUR DR								1	1/27/2021	1
17040080	77 LYELL ST								1	9/16/2021	1
18936036	668 A SPRINGER TER								1	10/14/2021	1
19338036	1194 PAYNE DR								1	9/9/2021	1
16735074	170 LOS ALTOS AVE								1	11/17/2021	1
17022053	335 ALICIA WAY								1	7/16/2021	1
16723102	15 MAY LN								1	11/9/2021	1
17027006	330 Waverly Court								1	5/21/2021	1
19703026	1621 A PINEHURST DR								1	8/17/2021	1
17021046	258A VERANO DR								1	8/17/2021	1
17039043	140 Lyell St	140 Lyell St									0
19338019	1170 PAYNE DR										0
18926054	741 SUNSHINE DR										0
18948030	201 FREMONT AVE										0
16723004	55 BELDEN DR										0
17027036	215 LYELL ST										0
17020076	693 HOLLINGSWORTH DR										0
19344019	1081 DARTMOUTH LN										0
17022039	270 SUNKIST LN										0
18941043	918 ECHO DR										0
18952060	520 BENVENUE AVE										0
17026019	140 GORDON WAY										0
18910012	1048 GOLDEN WAY										0
16736025	72 VIEW ST										0
17517046	789 ORANGE AVE										0
16710012	269 LANGTON AVE										0
18937068	698 SAN MARTIN PL										0
17026078	230 VALLEY ST										0
18941051	853 CAMPBELL AVE										0
18909051	951 SEENA AVE										0
17515014	581 UNIVERSITY AVE										0
18918001	817 BERRY AVE										0
18950044	494 ROSITA AVE										0
33602058	812 NASH RD										0
19705016	1745 SELIG LN										0
16733051	370 YERBA SANTA AVE										0
19703009	1640 ELMHURST DR										0
17014019	730 VERA CRUZ AVE										0
18939010	633 ARBOLEDA DR										0
19345016	1160 RUNNYMEAD DR										0
19343011	1243 CARMEL TER										0
18953042	468 HAWTHORNE AVE										0
17026048	214 EDITH AVE										0
19327043	960 HAYMAN PL										0
17011024	660 DISTEL DR										0
16714004	1031 ESTRELLITA WAY										0
19340022	1550 OAKHURST AVE										0
16722014	168 West Portola Avenue										0
17043023	20 ANGELA DR										0

Table A2											
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units											
Project Identifier			Affordability by Household Incomes - Certificates of Occupancy								
			10						11	12	
Current APN	Street Address	Project Name*	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Certificates of Occupancy or other forms of readiness (see instructions) <u>Date Issued</u>	# of Units issued Certificates of Occupancy or other forms of readiness
			0	0	0	0	0	0	23		23
16724026	275 VERNAL CT										0
34203046	552 SEQUOIA DR										0
31802042	1210 FREMONT AVE										0
17027028	318 GORDON WAY										0
18929052	789 RAYMUNDO AVE										0
18946035	1052 ECHO DR										0
19716027	1544 KATHY LN										0
18953033	425 BENVENUE AVE										0
19341023	1450 MCKENZIE AVE										0

Table A2																
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units																
Project Identifier			Streamlining	Infill	Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	Term of Affordability or Deed Restriction	Demolished/Destroyed Units			Density Bonus				
Current APN	Street Address	Project Name	13	14	15	16	17	18	19	20	21	22	23	24		
			How many of the units were Extremely Low Income?*	Was Project APPROVED using GC 65913.4(b)? (SB 35 Streamlining) Y/N	Infill Units? Y/N	Assistance Programs for Each Development (may select multiple - see instructions)	Deed Restriction Type (may select multiple - see instructions)	For units affordable without financial assistance or deed restrictions, explain how the locality determined the units were affordable (see instructions)	Term of Affordability or Deed Restriction (years) (if affordable in perpetuity enter 1000)*	Number of Demolished/Destroyed Units	Demolished or Destroyed Units	Demolished/Destroyed Units Owner or Renter	Total Density Bonus Applied to the Project (Percentage Increase in Total Allowable Units or Total Maximum Allowable Residential Gross Floor Area)	Number of Other Incentives, Concessions, Waivers, or Other Modifications Given to the Project (Excluding Parking Waivers or Parking Reductions)	List the incentives, concessions, waivers, and modifications (Excluding Parking Waivers or Parking Modifications)	Did the project receive a reduction or waiver of parking standards? (Y/N)
			0	0						1		0				
16741019	425 FIRST STREET	425 FIRST STREET		N	Y		INC		55						Development Standards 1 Modification	Yes
16741066	389 FIRST STREET	389 FIRST STREET		N	Y		DB, INC		55						Development Standards 3 Modification	Yes
16741078	450 FIRST STREET	450 FIRST STREET		N	Y		DB, INC		55						Development Standards 4 Modification	Yes
19341024	1440 OAKHURST AV UNIT A			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
18938042	689 RIVIERA DR			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
17028025	21 A OSAGE AVE			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
34209023	1280 EVA AVE			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
31801028	1650 JOLLY CT			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
18938002	806 A PACO DR			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
17037006	166 A LVELL ST			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
16742010	561 GUADALUPE DR			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
19719002	1448 A MIRAVALLE AVE			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
17003007	261 A PORTOLA CT			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
17020008	633 A SPARGUR DR			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
19328009	1000 A ALEGRE AVE			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
18936030	626 A SPRINGER TER			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
19340025	1075 FREMONT AVE UNIT A			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
18940017	682 A ARBOLEDA DR			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
16730042	140 A HAMILTON CT			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
16713002	1052 A MERCEDES AVE			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
19718055	1401 A MARINOVICH WAY			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								
16729051	119 CORONADO AVE Unit A			N	Y			Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM								

17040080	77 A L YELL STREET			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
17040080	67 A L YELL ST			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
31802056	1275 RICHARDSON AVE			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
31818074	1694 BEN ROE AVENUE UNIT A			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
16724012	265 PINE LANE			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
17011010	645 A LOS NINOS WAY			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
16712033	1023 MERCEDES AVENUE UNIT A			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
17026014	226 FRANCES DR UNIT A			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
19342038	1359 A MCKENZIE AVE			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
16727079	575 A LOS ALTOS AVE			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
19339034	1345 OAKHURST AVENUE UNIT A			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
17043017	118 A MERRITT CT			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
18914070	1460 AURA WAY UNIT A			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
18929029	747 A ARROYO RD			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
18939021	495 A ARBOLEDA DR			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
17022045	231 A ALICIA WAY			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
16733020	362 A YERBA BUENA AVE			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
31811026	1811 A WENRICK CT			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
16743037	400 A JUANITA WAY			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
18957004	251 COVINGTON RD Unit A			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
19704050	1473 RAVENSWOOD DR			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
18937054	699 SAN MARTIN PL UNIT A			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
18936034	654 A SPRINGER TER			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
34208033	1240 MONTE VERDE CT			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
16718082	831 A LOS ALTOS AVE			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
19328002	1057 COVINGTON RD UNIT A			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
17013009	99 A E PORTOLA AVE			N	Y		Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												

31802056	1275 RICHARDSON AVE UNIT A			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
19328009	1000 A ALEGRE AVE			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
16735038	188 LOS ALTOS AVE Unit A			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
19719104	1365 GRANT RD			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
18914083	990 AJRA WAY			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
16717007	110 PASA ROBLES AVE UNIT A			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
18935066	40 S SPRINGER RD			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
18911014	1035 RUSSELL AVE			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
18930008	755 A VISTA GRANDE AVE			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
19703038	1706 OAK AVE UNIT A			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
16723010	678 TOMI LEA ST UNIT A			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
17031011	121 DOUD DR UNIT A			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
17518054	761 UNIVERSITY AVE UNIT A			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
34207016	1985 LAVER CT UNIT A			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
17021050	215 VERANO DR UNIT A			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
17036029	321 Edna Court			N	Y				Assigned affordability based ABAG Recommendation for AFFH 5%/VL/30%/L/50%/M/15%/AM												
19948014	200 COWINGTON RD			N	Y																
17511047	13 CYPRESS CT			N	Y																
17517058	672 PALM AVE			N	Y																
17040016	49 LVELL ST			N	Y																
18936068	601 HAWTHORNE AVE			N	Y																
19716056	1544A MARLBAROUGH AVE			N	Y																
17020006	669 SPARGUR DR			N	Y																
17040080	771 LVELL ST			N	Y																
18936036	668 A SPRINGER TER			N	Y																
19338036	1194 PAYNE DR			N	Y																
16735074	170 LOS ALTOS AVE			N	Y																
17022053	335 ALICIA WAY			N	Y																
16723102	15 MAY LN			N	Y																
17027006	330 Waverly Court			N	Y																
19703026	1821 A PINEHURST DR			N	Y																
17021046	258A VERANO DR			N	Y																
17039043	140 Lyell St	140 Lyell St		N	Y		DB, INC			55	1	Demolished	O						2	Development Standards Modification	Yes
19338019	1170 PAYNE DR			N	Y																
18926054	741 SUNSHINE DR			N	Y																
18948030	201 FREMONT AVE			N	Y																
16723004	55 BELDEN DR			N	Y																
17027036	215 LVELL ST			N	Y																
17020076	693 HOLLINGSWORTH DR			N	Y																
19344019	1081 DARTMOUTH LN			N	Y																
17022039	270 SUNKIST LN			N	Y																
18941043	1818 SCHO DR			N	Y																
18952060	520 BENVENUE AVE			N	Y																
17026019	140 GORDON WAY			N	Y																
18910012	1048 GOLDEN WAY			N	Y																
16736025	72 VIEW ST			N	Y																
17517046	789 ORANGE AVE			N	Y																
16710012	269 LANGTON AVE			N	Y																
18937068	698 SAN MARTIN PL			N	Y																
17026078	230 VALLEY ST			N	Y																
18941051	853 CAMPBELL AVE			N	Y																
18909051	951 SEENA AVE			N	Y																
17515014	581 UNIVERSITY AVE			N	Y																
18918001	817 BERRY AVE			N	Y																
18953044	694 ROSITA AVE			N	Y																
33602068	812 NASH RD			N	Y																

19709016	1745 SELIG LN			N	Y														
16733051	370 YERBA SANTA AVE			N	Y														
19703009	1640 ELMHURST DR			N	Y														
17014019	730 VERA CRUZ AVE			N	Y														
18939010	633 ARBOLEDA DR			N	Y														
19345016	1160 RUNNYMEAD DR			N	Y														
19343011	1243 CARMEL TER			N	Y														
18963042	468 HAWTHORNE AVE			N	Y														
17026048	214 EDITH AVE			N	Y														
18927043	960 HAYMAN PL			N	Y														
17011024	660 DISTEL DR			N	Y														
16714004	1031 ESTRELLITA WAY			N	Y														
19340022	1550 OAKHURST AVE			N	Y														
16722014	168 West Portola Avenue			N	Y														
17043023	20 ANGELA DR			N	Y														
16724026	275 VERNAL CT			N	Y														
34230040	652 SEQUOIA DR			N	Y														
31802042	1210 FREMONT AVE			N	Y														
17027028	318 GORDON WAY			N	Y														
18929052	789 RAYMUNDO AVE			N	Y														
18946035	1052 ECHO DR			N	Y														
19716027	1544 KATHY LN			N	Y														
18953033	425 BENVENUE AVE			N	Y														
19341023	1450 MCKENZIE AVE			N	Y														

Jurisdiction	Los Altos	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
 (CCR Title 25 §6202)

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.
 Please contact HCD if your data is different than the material supplied here

Table B														
Regional Housing Needs Allocation Progress														
Permitted Units Issued by Affordability														
Income Level	RHNA Allocation by Income Level	2										3	4	
		2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date (all years)	Total Remaining RHNA by Income Level		
Very Low	Deed Restricted	1	-	-	-	-	-	-	-	-	-	-	-	-
	Non-Deed Restricted	169	-	-	-	-	-	-	3	-	-	-	4	166
Low	Deed Restricted	17	-	-	-	-	-	-	2	-	-	-	38	61
	Non-Deed Restricted	99	-	-	-	-	-	-	19	-	-	-	38	61
Moderate	Deed Restricted	112	-	-	-	-	-	-	6	-	-	-	38	74
	Non-Deed Restricted	1	-	-	-	-	-	-	31	-	-	-	38	74
Above Moderate		97	224	9	49	-	107	23	58	-	-	-	470	-
Total RHNA		477												
Total Units			243	9	49	-	107	23	119	-	-	-	550	300

Note: units serving extremely low-income households are included in the very low-income permitted units totals and must be reported as very low-income units.
 Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th cycle, Table B will include units that were permitted since the start of the planning period.
 Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

Jurisdiction	Los Altos	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

Building Permits Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	3
Low	Deed Restricted	2
	Non-Deed Restricted	19
Moderate	Deed Restricted	6
	Non-Deed Restricted	31
Above Moderate		58
Total Units		119

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

Units by Structure Type	Entitled	Permitted	Completed
SFA	0	0	0
SFD	0	0	1
2 to 4	4	0	0
5+	0	57	0
ADU	68	62	22
MH	0	0	0
Total	72	119	23

Housing Applications Summary	
Total Housing Applications Submitted:	76
Number of Proposed Units in All Applications Received:	191
Total Housing Units Approved:	75
Total Housing Units Disapproved:	0

Use of SB 35 Streamlining Provisions	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

Units Constructed - SB 35 Streamlining Permits			
Income	Rental	Ownership	Total
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0

Cells in grey contain auto-calculation formulas

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	Los Altos	
Reporting Year	2021	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	Objective	Timeframe in H.E	Status of Program Implementation
Program 1.1.1 – Implement voluntary code inspection program.	Provide voluntary inspections	On-going	Continue to implement
Program 1.1.2 – Help secure funding for housing assistance programs.	Help secure funding for housing assistance	On-going	Continue to implement, CDBG funds transferred to County
Program 1.2.1 – Support rezoning from office to medium-density multifamily.	Support rezoning from office to multiple-family	On-going	Continue to implement, no requests received to date
Program 1.3.1 – Enforce neighborhood residential buffering.	Provide appropriate buffers	On-going	Continue to implement, recent discussions with Commission and Council -actively applying these standards to project sites where there is this relationship between uses.
Program 1.3.2 – Restrict commercial uses in residential neighborhoods.	Restrict commercial land uses in residential areas	On-going	Continue to implement
Program 1.4.1 – Implement zoning and design standards.	Implement appropriate zoning and design standards	On-going	Continue to implement

Program 1.4.2 – Evaluate design review process.	Evaluate design review processes	On-going	Continue to implement, added story pole requirement, 3D renderings, enhanced on-site posting notices with graphics
Program 1.4.3 – Facilitate alternate modes of transportation in residential neighborhoods.	Facilitate alternative transportation modes	On-going	Implemented
Program 1.4.4 – Accommodate the needs of children through design review and land use regulations, including open space, parks and recreation facilities, pathways, play yards, etc.	Accommodate the needs of children in development	On-going	Continue to implement, currently have adopted open space standards, both common and private for multiple-family projects in the CT zone district
Program 1.5.1 – Review compatibility of land divisions as part of the permit review and approval process.	Review land use compatibility of subdivisions	On-going	Continue to implement
Program 2.1.1 – Encourage diversity of housing.	Encourage housing diversity	On-going	Multi-Family Residential Projects approved with a mix of ownership and rental BMR's that demonstrates housing diversity
Program 2.1.2 – Implement multifamily district development standards.	Require maximum density of multiple-family projects	On-going	Continue to implement
Program 2.1.3 – Allow employee housing	Allow employee housing for agricultural uses	Pending	Outstanding - given limited agricultural operations in the City
Program 2.2.1 – Provide development incentives for mixed-use projects in commercial districts.	Provide development incentives for mixed-use projects	12/16/2019	Continue to implement, have adopted changes to the CT District regulations to clarify density bonus incentives

Program 2.3.1 – Implement density bonuses.	Implement density bonuses	On-going	Continue to implement - Density Bonus projects have been approved and continue to be submitted. Density bonus ordinance amendment underway to be in compliance with state law.
Program 3.1.1 – Support efforts to fund homeless services.	Facilitate and help pursue funding for homelessness services	Ongoing	Continue to implement, transfer CDBG funding to the County
Program 3.1.2 – Continue to participate in local and regional forums for homelessness, supportive, and transitional housing.	Participate in regional forums for homelessness, supportive and transitional housing	On-going	Continue to implement, transfer CDBG funding to the County
Program 3.2.1 – Amend the City’s Zoning Ordinance to accommodate emergency shelters.	Amend zoning code for emergency shelters	5/1/2015	Implemented June 2015 with code amendment
Program 3.2.2 – Recognize the statutory requirements for transitional and supportive housing.	Recognize transitional and supportive housing	5/1/2015	Implemented June 2015 with code amendment
Program 3.2.3 – Provide incentives and amend the City’s Zoning Ordinance for compliance with statutory requirements for single-room-occupancy residences to address the needs of extremely low income households	Provide incentives and amend code to allow SRO for extremely-low income households	5/15/2019	Implemented June 2015 with code amendment
Program 4.1.1 – Monitor condominium conversion.	Monitor condo conversions	On-going	Continue to implement

<p>Program 4.1.2: Conserve small houses in areas of small lot sizes.</p>	<p>Conserve small houses in small-lot districts</p>	<p>On-going</p>	<p>Continue to implement</p>
<p>Program 4.2.1 – Facilitate new construction of second dwelling units.</p>	<p>Facilitate new accessory dwelling units</p>	<p>On-going</p>	<p>Adopted amendment to ADU ordinance October 2020 in conformance with state laws and continue to implement.</p>
<p>Program 4.2.2 – Study the feasibility of reducing minimum lot sizes for second living units.</p>	<p>Consider reducing lot size minimum for accessory dwellings</p>	<p>1/1/2016</p>	<p>Code amendment adopted in 2018. ADU ordinance amendment adopted October 2020 is in compliance with state law which does not have a minimum lot size for ADUs</p>
<p>Program 4.3.1 – Assist in the development of affordable housing.</p>	<p>Help develop affordable housing</p>	<p>On-going</p>	<p>Continue to implement, transfer CDBG funding to the County, explain the density bonus process and affordable housing requirements to developers</p>
<p>Program 4.3.2 – Implement Chapter 14.28 of the Municipal Code, which defines the number of required below-market-rate (BMR) units by development size and type, and requires on larger projects (greater than 10 market-rate units) that the BMR units generally reflect the size and number of bedrooms of the market rate units</p>	<p>Implement BMR housing regulations</p>	<p>On-going</p>	<p>Continue to implement as amended in 2018 to require 15% affordability for projects having 5-9 units and increase the percentage of affordable units in projects having 10 or more units from 15% to 20% for low income in rental projects and from 10% to 15% for very low income rental projects and increase the percentage of BMR units in an ownership project from 10% to 15% with the majority of the units affordable to moderate income households.</p>
<p>Program 4.3.3 –Consider reduced parking requirements for certain housing types and affordable housing units.</p>	<p>Consider reduced parking for affordable housing</p>	<p>On-going</p>	<p>The City's Density Bonus ordinance was amended to implement State Density Bonus law with regard to reduced parking ratios and elimination of guest parking. The City's Density Bonus Law is currently being updated to reflect additional changes to state laws with regards to reduced parking ratios allowed.</p>

Program 4.3.4 – Continue to encourage maximum densities.	Encourage max density	Annually	Continue to implement
Program 4.3.5 – Initiate an affordable housing administration contract review and renewal.	Initiate affordable housing administrative contract renewal	7/1/2015	Agreement with Palo Alto Housing finalized in 2018 and they now serve as housing provider.
Program 4.3.6 – Improve the City’s BMR program priority ranking process.	Evaluate the application priority ranking process	7/1/2015	Implemented March 2015, revised priority list to merge Los Altos residents and those employed within the City limits as a second priority
Program 4.3.7 – Consider a commercial development linkage fee for affordable housing.	Consider Affordable housing linkage fees	1/16/2019	Adopted a commercial development linkage fee in 2018.
Program 5.1.1 – Assist residents with housing discrimination and landlord-tenant complaints.	Assist residents with housing and discrimination, and landlord-tenant issues	On-going	Continue to implement
Program 6.1.1 – Discourage senior-only housing from converting to other uses.	Discourage conversion of senior-only projects	On-going	Continue to implement
Program 6.1.2 – Assist seniors to maintain and rehabilitate their homes.	Assist seniors to maintain and rehabilitate their homes	On-going	Continue to implement, created a handout on Age Friendly Design Elements
Program 6.1.3 – Encourage conforming and contextual senior housing near transportation and services.	Encourage senior housing near transit and services	On-going	Continue to implement

Program 6.2.1 – Provide senior housing density bonuses and development incentives.	Provide senior housing density bonuses and development incentives	On-going	Continue to implement
Program 6.2.2 – Designate and encourage senior housing on specific well-suited sites.	Designate and encourage senior housing on well-suited sites	On-going	Continue to implement
Program 6.2.3 – Mixed-use development, including developments that contain senior and institutional housing, will be encouraged in public and quasi-public land use areas that are zoned PCF.	Encourage mixed-use developments that contain senior	On-going	Continue to implement
Program 6.2.4 – Senior housing with extended care facilities will be allowed in multifamily and mixed-use zoning districts.	Allow senior extended care in multi-family and mixed-use districts	On-going	Continue to implement
Program 7.1.1 – Promote energy and water conservation through education and awareness campaigns.	Promote energy and water conservation	On-going	Staff and the Environmental Commission continue to implement
Program 7.1.2 – Participate in a Property Assessed Clean Energy (PACE) financing program.	Participate in PACE financing	On-going	City adopted a Resolution supporting PACE programs
Program 7.1.3 – Promote the use of solar energy.	Promote solar energy	On-going	Continue to implement and as required by Green Building and Title-24 Building requirements.

<p>Program 7.2.1 – Implement energy-efficient regulations.</p>	<p>Implement energy efficiency regulations</p>	<p>On-going</p>	<p>Continue to implement and as required by Green Building and Title-24 Building requirements.</p>
<p>Program 7.2.2 – Monitor and implement thresholds and statutory requirements of climate change legislation.</p>	<p>Monitor and implement climate change legislation</p>	<p>On-going</p>	<p>Staff continues to implement including the City’s Climate Action Plan. A new Climate Action Plan is currently under development and anticipated to be adopted in 2022.</p>
<p>Program 8.1.1 – Develop annual housing status report.</p>	<p>Develop annual housing status reports</p>	<p>Annually</p>	<p>Staff continues to implement</p>
<p>Program 8.2.1 – Participate in the regional housing needs determination.</p>	<p>Participate in Regional Housing Needs Determinations</p>	<p>On-going</p>	<p>Staff continues to implement</p>

Adelina Del Real

From: Babu Niranjana [REDACTED]
Sent: Tuesday, March 22, 2022 3:27 PM
To: Public Comment
Subject: Public Comment Agenda Item # 3 for the March 22, 2022 City Council Meeting

Categories: Yellow category

Dear Members of the Los Altos City Council,

I am a resident of Toyon Farm, located in South Los Altos. I have a lot of concerns about building several homes on 2100 Woods Lane and respectfully petition that 2100 Woods Lane be removed from the 2023-2031 Housing Element Update.

Concerns:

1 - Woods lane is a very narrow road and is the only exit and entry for 2100 Woods lane. There is no space to expand the road. There will be significant traffic issues such as congestion, accidents, etc. Woods lane is used by residents to walk and bike. Additional traffic will eliminate these activities as it will be very dangerous.

2- As mentioned Woods lane is a very narrow road and is the only exit and entry for 2100 Woods Lane. Also, several homes are located very close to both sides of Woods Lane. So construction of several homes will be a huge challenge:

- + Moving large construction vehicles will be almost impossible
- + There will be a huge amount of noise pollution as the homes are very closely located to the narrow road
- + There will be vehicle exhaust emission pollution
- + There will be dust pollution and potential construction material spillage that will affect the closely located homes.

Regards,
Babu Niranjana
Toyon Farm

Adelina Del Real

From: Sumi Niranjani [REDACTED]
Sent: Tuesday, March 22, 2022 3:03 PM
To: Public Comment
Subject: Public Comment Agenda Item # 3 for the March 22, 2022 City Council Meeting

Categories: Yellow category

Dear Members of the Los Altos City Council,

I am a resident of Toyon Farm, located in South Los Altos. I have grave concerns about building several homes on 2100 Woods Lane and respectfully petition that 2100 Woods Lane be removed from the 2023-2031 Housing Element Update.

Concerns:

1 - Environmental impact on the creek that runs through the area and the impact on the trees and birds.

2- Woods lane is a very narrow road. Emergency evacuation during a disaster event like wildfire, earthquakes, and flooding will be a huge challenge.

Regards,
Sumi Niranjani
Toyon Farm

Adelina Del Real

From: Helena <[REDACTED]>
Sent: Tuesday, March 22, 2022 11:51 AM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM #3 March 22, 2021

Categories: Yellow category

2100 Woods Lane Development

As a resident of Toyon Farm, Los Altos, I am concerned that the new development would cause an increase in traffic on the narrow winding access Woods Lane road; the potential of flooding in the rainy season, and the effect on wildlife, where great horned owls nest.

Yours sincerely,

Helena M. Turner
Toyon Farm,
22 Farm Road,
Los Altos, CA 94024

Adelina Del Real

From: Agnes Caulfield <[REDACTED]>
Sent: Monday, March 21, 2022 11:45 PM
To: Public Comment
Subject: Public Comment Agenda item # 3 for the March 22, 2022 City Council Meeting
Attachments: Public Comment Agenda Item for March 22 CC -1.pdf

Public Comment Agenda Item # 3 for the March 22, 2022 City Council Meeting

I am a resident of Toyon Farm, located in South Los Altos, and respectfully request that 2100 Woods Lane be removed from the 2023-2031 Housing Element Update.

Background: 2100 Woods Lane is adjacent to Toyon Farm, Woodland Acres and Highland neighborhoods. It has a riparian woodland watershed that runs through the center and the length of the property. This is only accessible by Woods Lane, which is a limited access, 23 foot wide lane ending at a cul-de-sac on the 2100 Woods Lane property.

Reasons for removal from 2023-2031 Housing Element potential sites:

1. The riparian woodland on 2100 Woods Lane is a watershed that receives water from Rancho San Antonio and runoff from Woodland Acres and the Highlands. Three water agencies: San Francisco Bay Regional Water Quality Control Board, California Department of Fish and Wildlife and the Army Corps of Engineers have jurisdiction. I believe these agencies would require permits and an environmental impact study before any development for this property can be considered.

The property also has 2 dams and a retention basin to protect Toyon Farm from flooding. Areas of Toyon Farm have been flooded during heavy rains when the retention basin and run-off channels were not kept free of debris.

I attended the March 1 Workshop, the March 10 Pop Up and the March 17 Planning Commission meeting. Only general information was presented about 2100 Woods Lane with no discussion about the riparian woodland area. The map indicates the entire property can be developed.

2. Woods Lane, a private road, is the only ingress and egress for 2100 Woods Lane property and Toyon Farm residents living at 30–52 Woods Lane and 53-60 Citation Drive. It is a narrow, winding road constricted by mature heritage trees and a water channel. During the rainy season it often floods and becomes impassible. Woods Lane is maintained by Toyon Farm and shared by cars, pedestrians, bikes and delivery vehicles.

The Housing Element update does not indicate that Woods Lane is a limited access road shared with Toyon Farm. No Traffic Impact Study information was available for Woods Lane.

I am very concerned that the <20 units per acre allocated in the Housing Element will impact our community in the event of a wildfire for residents of the 2100 Woods Lane and half of the Toyon Farm residents using Woods Lane.

Agnes Derbin-Caulfield
59 Citation Drive, Los Altos



AGENDA REPORT SUMMARY

Meeting Date: March 22, 2022

Subject: Story Pole Policy Exception Request for 330 Distel Circle

Prepared by: Radha Hayagreev, Consulting Senior Planner

Reviewed by: Laura Simpson, Interim Community Development Director

Approved by: Jon Maginot, City Manager

Attachments:

1. Approval Resolution No. 2022-__
2. Story Pole Policy Exemption Request Letter, February 17, 2022
3. Story Pole installation proposal cost estimate

Initiated by:

Applicant and Project Sponsor, Steve Pratt and Welton Jordan, EAH Housing. Affordable housing developer

Previous Council Consideration:

None

Fiscal Impact:

None

Environmental Review

The approval of the story pole exception is exempt from review under the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Section 15061(b)(3) in that it can be seen with certainty that not erecting temporary structures would not result in a significant environmental effect, and none of the circumstances set forth in CEQA Guidelines Section 15300.2 applies. If the City Council directs the erection of story poles, such action would be exempt pursuant to CEQA Guidelines Section 15303 (New Construction of Small Structures) in that the erection of story poles involves the erection of minor, temporary structures within the size limitations set forth in Section 15303, and none of the circumstances set forth in CEQA Guidelines Section 15300.2 applies.

Policy Question(s) for Council Consideration:

- Does the request for an exception from the installation of story poles meet the criteria outlined in the City’s Story Pole Policy?



Subject: Story Pole Policy Exception Request for 330 Distel Circle

Summary:

- On January 11, 2022, the applicant presented the preliminary development proposal of a 5-story tall, 90-unit, 100% affordable housing project to the Planning Commission / City Council Joint study session to obtain detail feedback on the preliminary project proposal. The Applicant has received detailed comments and responses with an overwhelming majority of the community members requesting this project be expediated and approved as fast as possible.
- On February 3, 2022, the applicant has submitted a formal design review proposal of the project as an SB330 application which allows up to a maximum of five public hearings during the entitlement process, including this one. It also allows a 30day review period for staff to determine for completeness.
- Since the time of the preliminary planning application on October 18, 2021, the applicant has collaborated on a weekly basis with City staff and County Office of Supportive Housing to make sure they comply with the all the requirements of the City’s entitlement process to ensure that they can be guided on the most efficient path towards entitlement to obtain timely funding for this affordable housing project.
- The Applicant has considered the City’s Story Pole policy and their options with a story pole contractor to obtain estimates and to determine feasibility of its installation. They have requested an exemption, see Attachment-2 and 3 for the details.
- The Applicant has submitted a request to receive an exception from installing story poles per the City’s Story Pole Policy due to:
 - 1) Public health and safety concerns related to potential damage to personal property, potential for personal injury to an individual attempting to access the site, and.
 - 2) Such an installation would impair the use of existing business in the currently occupied Mid-Peninsula Open Space District office with multiple employees operating under normal business operations.
 - 3) Streamlining and expediting entitlements for 100% affordable housing development as requested by several community members at the January 11 study session hearing.

Staff Recommendation:



Subject: Story Pole Policy Exception Request for 330 Distel Circle

Staff recommends that the City Council review the submitted material and grant exemptions to the story pole installation for this 100% affordable housing project based on the findings presented in this report.

Purpose

Consider a request from the Applicant of the 5-story, 64 feet tall, 100% affordable development proposal at 330 Distel Circle (Project) for an exception from the City’s Story Pole Policy due to public health and safety concerns, impairment of the use of the office structure on the site and expediting entitlements as expressed by community members.

Background

The City Council adopted an Open Government Policy on March 24, 2015, that included a requirement that all commercial, multiple-family, and mixed-use development projects subject to Planning Commission and City Council review must have story poles erected as part of the application process. On August 22, 2017, the City Council amended the Story Pole Policy to require that any exceptions to the Policy must be reviewed and approved by the Council. The criteria for reviewing and approving an exception is as follows:

1. The City Council may grant exceptions to the Story Pole Policy due to: a) a public health and/or safety concern; or b) that such an installation would impair the use of existing structure(s) or the site to the extent it would not be able to be occupied and the existing business and/or residential use would be infeasible. Some form of poles and netting and/or on-site physical representation of the project may be required, even if an exception is granted.
2. The Story Pole Plan may be limited in scope at the discretion of the City Council. In such cases such as where there are multiple detached structures proposed and where identifying the locations of key structures would suffice, the story poles may be limited to the outline(s) of key structures and/or showing a structure(s) greatest height and mass.
3. In granting an exception, the City Council may require additional digital imagery simulations, computer modeling, built to-scale models or other visual techniques in-Lieu of the story pole requirements.

As specified in the City’s Story Pole Policy, story poles must be installed at least 20 days before the first public hearing before the Planning Commission and shall remain in place until final action has been taken by the City Council. Accordingly, the City Council must render its decision on the exception request before the Planning Commission can consider the project.



Subject: Story Pole Policy Exception Request for 330 Distel Circle

Discussion / Analysis:

The Applicant has submitted a preliminary planning application, conditional use permit and subdivision applications for a five-story, 64ft tall, multiple-family 100% affordable residential building with 90 units located at 330 Distel Circle (Project) in the Commercial Thoroughfare District of the City on October 21, 2021.

Prior to the pre-application submittal, the Applicant conducted several community meetings, both virtually and in-person to share details of height, bulk, mass and design and receive feedback from community member which then informed their design prior to receiving formal feedback from a joint Planning Commission / City Council study session on January 11, 2022.

The details of the community meeting is available on the city’s webpage - <https://www.losaltosca.gov/communitydevelopment/page/330-distel-circle>

The list of community meetings which provide details of the height, mass and design of the project to the public are as follows:

- January 27, 2021- Virtual community meeting-1
- February 11, 2021 – Virtual Community meeting-2
- May 13, 2021 – Affordable Housing Tour
- August 12, 2021 – Virtual Community meeting-3
- September 9, 2021 – Virtual Community meeting-4
- September 20, 2021 – Open House

January 11, 2021 – Planning commission / City council joint study session.

At the January 11th Joint Study Session with the Planning Commission / City Council meeting, majority of public comments requested the city to expediate the entitlement process for the project.

The Applicant is currently seeking an exception from the City’s Story Pole Policy to meet the notification requirements established under the City Council’s Open Government Policy as necessary to enable the application to proceed for consideration by the Planning Commission and the City Council. This exemption request will help the applicant save critical housing funding dollars and aid the fast-tracking of this entitlement since it conforms to design standards in the zone in addition to qualifying waivers and concessions.

The following points and those listed in Attachment-2 are listed to help frame the project context with respect to the Story Pole timeline and cost implication, safety, and welfare considerations as well as difficulty with its installation during this entitlement process.

- The main purpose of the Los Altos Story Pole Policy is to show how the height, bulk and building mass is perceived to assist the City Council to make the required design review findings per Chapter 14.78.060. Here, however, height, bulk and building mass will be controlled by



Subject: Story Pole Policy Exception Request for 330 Distel Circle

applicable zoning and provisions of the State Density Bonus Law. The City will not have discretion over these matters.

- Furthermore, the additional cost to install story poles is a constraint on providing affordable housing. In reference to Attachment-3 of this report, the significant cost of installation and rentals for the Story Pole installation can be put to better use to build housing and thus saving time and resources during the entitlement phase to stay on track for federal funding timelines.
- The story pole installation is pending successful transfer of ownership from current owner to the County of Santa Clara, which is anticipated in June 2022, potentially pushing the project entitlement to the fourth quarter of 2022, and causing missed funding opportunities for this much needed affordable housing project. The other concern is the process to obtain necessary temporary permissions from the existing owner to access the structure during normal business hours, impeding the normal functioning and adding to additional permitting and coordinating timeline to enable a temporary installation.
- The applicant has conducted six community meetings to gather the input from various community members who have collectively informed this project’s design and progress since early 2021. At these meetings, the applicant shared details of the height, mass, design, material, and articulation of the project proposal in a clear consistent manner using shadow studies, 3D rendering of the final project in the site context, scaled renderings and elevations, material boards etc. to give a clear picture of the proposal including.

Application Process

The tentative timeline for the project entitlement will be to present this project to the Planning Commission and City Council before the July/August recess in 2022 so the applicant can be on schedule to obtain required federal funding to make this project a success.

Based upon the record before the City, including the evidence provided and considered at the various community meetings and public proceedings on the item, the City Council needs to determine whether there is sufficient evidence to warrant the granting of a Story Pole exception for this 100% affordable housing project in the City.

Public Correspondence

Attachment-9 of this report contains the public correspondences that staff has received regarding the story pole exception request.

Recommendation

Review request and approve the Story Pole exemption request based upon the Council’s review and deliberation of the evidence in the record.

RESOLUTION NO. 2022-XX

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS
GRANTING AN EXCEPTION FROM THE CITY'S STORY POLE POLICY TO
THE PROPOSED DEVELOPMENT AT 330 DISTEL CIRCLE AND MAKING
FINDINGS OF CEQA EXEMPTION**

WHEREAS, on [insert date] the City Council adopted an Open Government Policy that included a requirement for all multi-story commercial, multiple-family, mixed-use and public facility development projects subject to Planning Commission and City Council review to erect story poles as part of the application and public review process (the "Story Pole Policy"); and

WHEREAS, the City Council may grant exceptions to the Story Pole Policy due to a public health or safety concern, or if such an installation would impair the use of existing structure(s) or the site to the extent it would not be able to be occupied and the existing business and/or residential use would be infeasible; and

WHEREAS, by letter February 17, 2022 the applicant for the proposed development at 330 Distel Circle submitted a request for an exception from the City's Story Pole Policy due to public health and safety concerns, impairment of the existing structures and site related to placement of story poles in close proximity to drive aisles and affordable housing expedited timeline request; and

WHEREAS, this action The approval of the story poll exception is exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3) in that it can be seen with certainty that not erecting temporary structures would not result in a significant environmental effect, and none of the circumstances set forth in CEQA Guidelines Section 15300.2 applies.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves the applicant's request for an exception from the installation of story poles per the City's Story Pole Policy based on the following finding:

1. There is a public health and safety concern or impairment of the existing site or buildings due to the placement of the story poles and guy wires posing a threat of physical harm to users and a safety concern if a story pole or guy wire were to cause damage to personal property or result in personal injury to an individual attempting to access the site; and
2. Installation of story poles per the City's Story Pole Policy would require additional time and resources, including impediment to current operations of the Mid-Peninsula Open Space District and cause significant delay in transfer of current ownership to be able to access and install the poles; and
3. The installation of the Story Poles causing significant delay in the timelines of approval of the 100 % affordable housing project seeking density bonus and concession causing delays in securing affordable housing funding in a timely manner; and

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the 22nd day of March, 2022 by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

Anita Enander, MAYOR

Attest:

Andrea Chelemengos, MMC, CITY CLERK

Expanding the range of opportunities for all by developing, managing and promoting quality affordable housing and diverse communities.



February 17, 2022

City Council
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

SUBJECT: STORY POLE EXEMPTION FOR 330 DISTEL CIRCLE

Dear Mayor Enander and Council Members:

EAH, as applicant of a 100% affordable housing community proposed at 330 Distel Circle is writing this letter to request a waiver to the City's Story Pole Policy. The proposed development would replace an existing, occupied single story office building that is currently owned and occupied by Mid-Peninsula Open Space District. We are proposing a deed restricted, 90 unit affordable rental community in a five story building.

We understand that the purpose of the Story Pole Policy is to demonstrate the height, massing, and profile of the proposed development within the context of the actual environment and to help provide a visual notice of a project. We also note that a waiver or amendment of the requirement may only be granted by City Council. The exemptions cited within the policy include a concern for public health and/or safety or if the installation would impair the use of the existing structure. In this instance, we feel an exemption is warranted to protect both the public health and safety from the risks associated with metal story poles being on the site and the impact on the existing business, the neighboring businesses and its employees.

There are substantial public health and safety concerns with constructing 64 ft story poles at this site. After reviewing our plans with our architect and story pole contractor we have determined that it is impossible to erect story poles that demonstrate the height, massing, and profile of the proposed development and allow safe and unobstructed circulation for both vehicle and pedestrian access to the existing business. To represent the proposed structure, story poles would need to be located at the corners and at changes in wall planes, locations that would interfere with existing driveways and walkways. The story pole contractor is anticipating **22 poles will be required for this project**. Furthermore, the engineering required to ensure that the story poles remain safe (support structure and wires) will further restrict the use of the existing parking lot.

In addition to the safety hazards and impacts on the existing business, the Story Pole Policy will impose additional costs and time on the development and is likely to have an impact on the entitlement timeline and approval process of the proposed affordable housing community. The proposal from the contractor reflects a cost of **\$84,675** and an additional rental cost of **\$7,890 per month** if the poles are not removed within 30 days. We would much rather see this money being spent on the housing.

While EAH is the applicant and sponsor of the development, it does not own the parcel and therefore must obtain the current owner's permission to erect the story poles. Mid-Peninsula Open Space District currently owns and operates the site with multiple employees and the story poles will severely and negatively impact the use of the property for normal business operations. Any refusal by the current owner will delay the story pole installation until ownership is transferred to the County of Santa Clara, currently anticipated to be in late June 2022. This would naturally push out any entitlement approvals well into the fourth quarter of 2022 and could potentially cause EAH to miss any funding opportunities this year. The community has expressed a desire to expedite the process, working through this issue with the owner will certainly cause a delay.

We would also like to emphasize the robust community engagement EAH has completed so far through several public meetings over the past 13 months. Two meetings were jointly held by Santa Clara County and The City of Los Altos specifically related to 330 Distel. EAH then held two on-line (Zoom) meetings and one in-person meeting to engage the community and solicit feedback. The meetings have been well publicized through postcard mailings, email notifications or postings on both the Los Altos website and EAH website. Due to this extensive outreach, we feel that the community is very much aware of the proposed development.

In conclusion, requiring story poles in accordance with the City's policy would impose health and safety risks to the public, impede business activity at the site and significantly delay the development of much needed affordable housing. For these reasons we respectfully request that the City Council grant a waiver of the Story Pole requirements.

We look forward to your favorable decision granting an exception to the City's Story Pole Policy. Such action will facilitate our entitlement application and help us get one step closer to adding the necessary housing for the community.

Sincerely,



Welton Jordan

Chief Real Estate Development Officer

EAH Housing

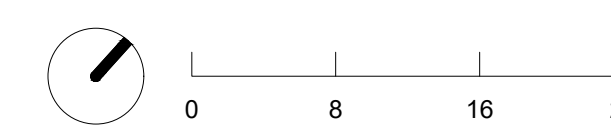


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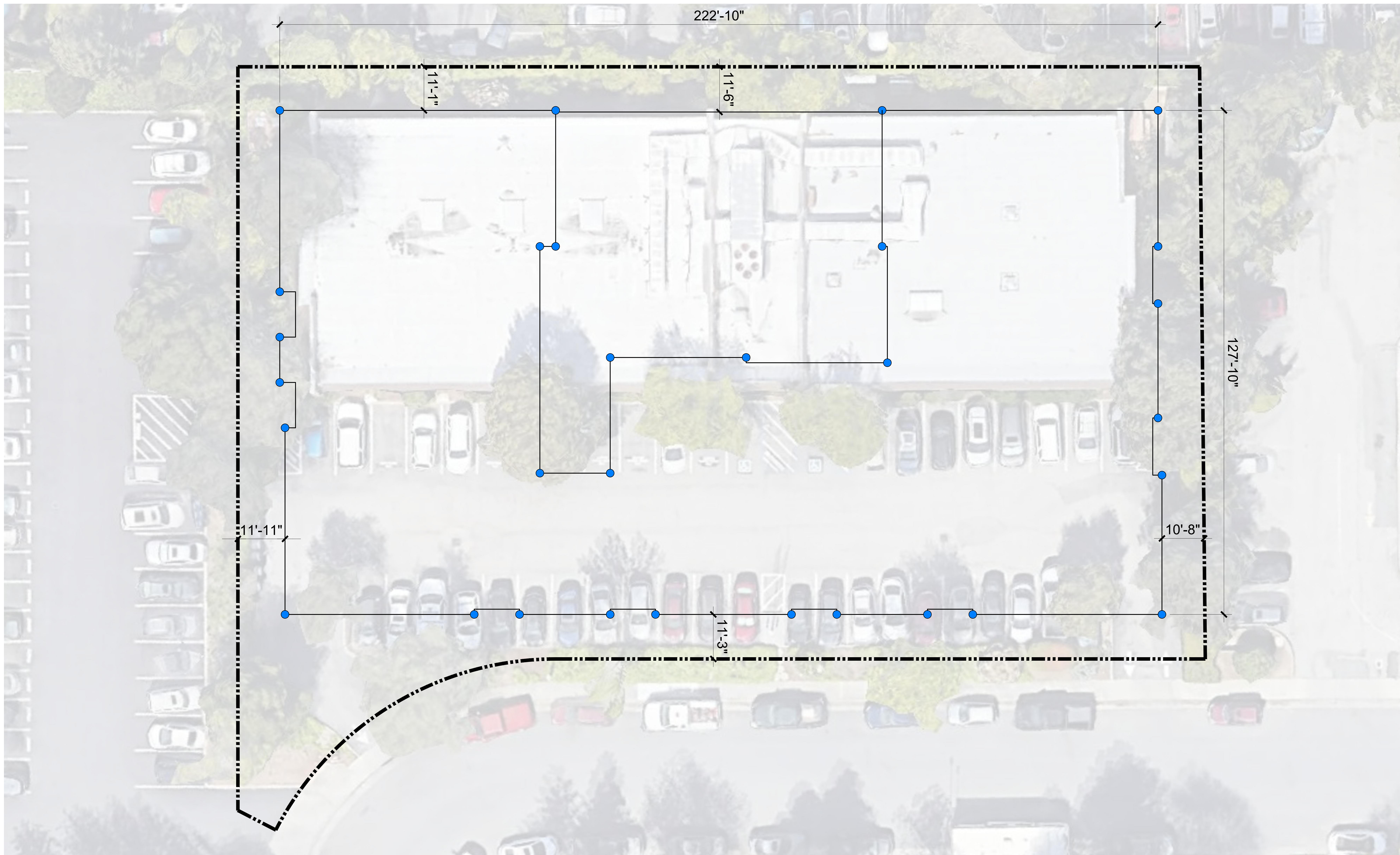


330 DISTEL CIRCLE
 LOS ALTOS # 2021-0042

SUBMITTAL #1
 MARCH 4, 2022



STORY POLES-BUILDING PLAN
 LEVEL 1



ATTACHMENT 3
STORY POLE INSTALLATION PROPOSAL

TO Steve Pratt **DATE** February 12, 2022
PHONE (415) 592-5919 **ADDRESS** 330 Distel Circle
EMAIL Steve.Pratt@eahhousing.org Los Altos, CA

MILPITAS, CALIFORNIA 95035
 T : (4 0 8) 8 5 0 - 6 3 4 4
 INFO@CALIFORNIASTORYPOLES.COM
 LICENCE # 8 9 7 9 1 6 CLASS A & B

PROVIDE AND INSTALL STORY POLES FOR THE PROPOSED PROJECT IN ACCORDANCE WITH THE FOLLOWING:

- ▶ Installation of (22) story poles with flag rope per plan provided by Steve Pratt sent via email on 02-06-22.
 - ▶ (1) Schematic layout for Owner or City review in PDF Format.
 - ▶ (8) poles not to exceed 74' above existing grade / (14) poles not to exceed 64' above existing grade.
 - ▶ Due to pole heights/safety concerns - 24" mesh will not be used and poles to be 12' off of property lines.
 - ▶ One mobilization for installation of all poles / One mobilization for removal of all poles.
 - ▶ All survey work and surveyor's certification excluded from this proposal.
 - ▶ All project signs and tree marking are excluded from this proposal.
 - ▶ Support poles for long string line spans, as needed on site, 64' max height, will be charged at \$1,825/ pole.
- ▶ Maintenance period of 0 days. Excludes damage by vandalism, modifications and extreme weather, including high winds.
 - ▶ Owner or hiring party to request maintenance in writing to ashley@californiastorypoles.com
- ▶ Modifications by anyone or any party are not authorized by Coastal and poles will be removed / fees applied if modified.
- ▶ Removal of story poles following completion of 30 day installation period.
 - ▶ Owner to request removal of story poles in writing to ashley@californiastorypoles.com
 - ▶ If poles are not requested to be removed within 30 days of the installation, monthly rental fees of \$7,890 will occur and/or poles will be subject to removal at Coastal's discretion.
 - ▶ If installation or materials become unsafe, all materials will be removed at Coastal's discretion.
- ▶ Story poles and wires will require attachment to existing structures, fences, landscaping or other site improvements.
 - ▶ No repairs, waterproofing or patching to existing structures, fences, landscaping other site improvements are included prior to or during the installation or after removal of materials from the site.
 - ▶ Existing structures and sites must be in a safe working condition. If unsafe or dangerous conditions are present, poles will not be installed in these areas. Marking paint will be used at story pole locations.
 - ▶ Prior to the crew's arrival: If attachments are not to be made to any site items or protected trees, these must be clearly marked on the plans and on site by the Owner. Vacant parcels to have property boundaries marked.
- ▶ Site to be free of brush, foliage, poisonous plants, pools, vehicles and power lines in areas where story poles are to be installed prior to crew's arrival on site.
 - ▶ Foliage to be trimmed back 3' on either side of stringline and clear from existing grade to stringline height.
 - ▶ If lines cannot be connected through the existing trees or foliage, lines will be strung under the obstructions or poles will be installed with a single flag on top without connecting string lines, at Coastal's sole discretion.
- ▶ Existing parking spaces, walkways and building access may need to be closed to pedestrians and vehicles prior to or for the duration of the installation. Owner responsible for providing, protecting and maintaining closure of these areas.
- ▶ Owner or hiring party is providing survey work: Poles will only be placed on stakes placed by surveyor prior to installation at each pole location with fill heights (pole heights) provided on each stake. Staking plans and cut sheets to be provided by the Owner/Surveyor, prior to crew's mobilization. Surveyor to stake on existing structures-No offset stakes.

Total Layout / Installation / Removal \$84,675

Superseding terms to all past conditions and future conditions: Due to the temporary nature of story poles and other company policies, the following terms constitute the full understanding between the parties and supersede any document, past condition and future condition negotiated between the parties. Any and all other terms and conditions by any party will be superseded by the following terms: *Waiver of Risk: Due to the temporary nature of story poles, Coastal Builders does not accept liability for personal or property damage that may be caused by the story poles. Property Owner or Hiring Party shall carry sufficient insurance to protect any and all damages that may be caused by story poles. * All material is to be installed as specified above. All work to be completed in a professional manner, according to standard practices. Any alteration or deviation from above specifications involving extra costs or scope of work, will be executed only upon written orders and will become an extra charge over and above the estimate. *Should foliage or power lines (within 10' of story pole) prevent installation of any story pole(s), a ground stake or marking will be provided in place of a full story pole. No reduction in price will be given for poles not installed due to power line or site condition interference. It is the Owner's responsibility to have site clear of foliage prior to crew's arrival on site on set installation date. * All material is property of Coastal Builders and will be billed to Owner should story pole material be modified by others or removed from the project site for any reason. Coastal Builders reserves the right to remove all materials from the site at any time after the maintenance period.* Owner responsible for notifying tenants and other consultants of proposed work. If tenants, consultants or others require re-scheduling or additional site visits, once the crew arrives on site, a dry run fee of \$1,000 is due in addition to the total contract amount. * Additionally Insured certificates will be provided on request for an additional \$200/certificate. * Cancellation Policy: If work is cancelled by Owner or Hiring Party, for any reason, after signed proposal/contract is transmitted - 15% of total contract amount is due. If work is cancelled or re-scheduled within 3 business days of scheduled installation date - a cancellation fee of 25% of total contract amount is due* If work is cancelled, for any reason, after layout has been provided by Coastal, 25% of contract amount is due.

Acceptance of Proposal - The prices, specifications, terms and conditions in this proposal are satisfactory and are hereby accepted. Authorization is granted to proceed with the work as specified. Payment will be made as outlined below.

Owner's Signature _____ Owner's Name _____
 Date of Acceptance _____ Hiring Party _____

Payments Due as Follows - No deposit required. Full Payment due on the day of installation or late fees of 8% per 30 days of total contract amount will be added and are due by Owner or Hiring Party. Poles will not be removed from project site until full payment and any applicable penalties have been received or at Coastal's sole discretion. Surveyor's to be paid directly by Owner if requested by Coastal.



March 20, 2022

Mayor Enander and Members of the City Council
City of Los Altos
1 N. San Antonio Road
Los Altos, CA 94022

Re: Council Meeting, March 22, Agenda #4-Story Pole Exception Request for 330 Distel Circle

Dear Mayor Enander and Members of the City Council:

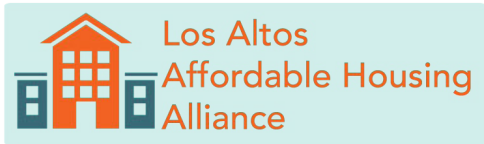
The League of Women Voters urges the City to grant a story pole exception for the all-affordable EAH housing development at 330 Distel Circle. Earlier, we expressed our strong support for this worthwhile and much-needed housing. We have also urged the City to remove its story pole requirements as we believe they are dangerous and costly when balanced against their value. Other methods for communicating to the public the height and mass of buildings should be adopted. The large billboards currently displayed at the gas station at the corner of Los Altos Avenue and El Camino Real depict the size of that proposed development, including its relationship to neighboring buildings, much better—in our opinion, than do the story poles.

The 330 Distel Circle development is especially suited to a story pole exception. Most importantly, the main purpose of the story poles is to provide transparency to the public about what is planned to be built on the site. There has never been such robust public outreach about a proposed project as EAH, the City and the County have worked together to provide here. And the resulting public conversation has shown strong support for the development as it is currently designed, along with support for expediting the approval process, according to the Staff report. Safety issues have occurred in the past with numerous failures of Los Altos story poles, and in this situation, the story poles would seriously impair the ongoing work of the nonprofit Midpeninsula Open Space District. Finally, the cost of over \$84,000 is money better spent towards affordable housing.

We hope the City will waive the story pole requirement for all the reasons stated above, just as the City waived park fees as a contribution towards making this project feasible. A final note, we are pleased to learn that City Staff have worked so closely with EAH to expedite the entitlement process for this housing.

(Please send comments related to this letter to Sue Russell at [redacted].)

Karin Bricker, President LWV of Los Altos Mountain View
cc: Gabriel Engeland Laura Simpson Radha Hayagreev
Jon Maginot Andrea Chelemengos



March 22, 2022

Dear Mayor Enander and Members of the Council,

The proposed development at 330 Distel Circle will provide our community with much needed affordable housing. We absolutely urge the Council to approve the Story Pole exception for this project for four reasons.

- 1) Developments can request exceptions if the story poles could cause a public safety concern while an active business is running and installation would impair the use of an existing structure. Both of these apply here.
- 2) The story poles are incredibly expensive (upwards of \$90k) and would slow down the process of building. As taxpayers, we believe that our money is best spent elsewhere, particularly since there is already strong community support for the proposed design.
- 3) One reason to erect story poles is to communicate the project to the public. However EAH has conducted robust community outreach about this project already. The community has had much time to comment on the design, and EAH has revised the design incorporating that input.
- 4) Story poles will add time to the project timeline. Expediting the project timeline houses new neighbors sooner, and shows the commitment of our Council to add affordable homes to our city.

EAH has worked very hard to create a design that neighbors and residents support, and we know that the City has also worked diligently with the County to make this project happen. Story poles are unnecessary for this project, and we support an exception to the Story Pole requirement.

Respectfully,

LAAHA Steering Committee

Los Altos Affordable Housing Alliance
Committed to educating and inspiring the Los Altos community to build housing that is affordable for those who live and work in Los Altos
<https://losaltosaffordablehousing.org/>



Meeting Date: March 22, 2022

Subject: Approval of Class IIB - Buffered Bicycle Lane Installation on El Camino Real – City Limits between Adobe Creek and ~500-FT South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023; Approve Removal of Street Parking to Accommodate this Improvement

Prepared by: Marisa Lee, Transportation Services Manager

Reviewed by: James Sandoval, Engineering Services Director

Approved by: Gabriel Engeland, City Manager

Attachment(s): -

- 1. Parking Study by Traffic Patterns
- 2. Resolution 2022-xxxx

Initiated by: Transportation Services Department

Previous Council Consideration: None

Fiscal Impact:

The California Department of Transportation (Caltrans) plans to resurface El Camino Real between Palo Alto and Mountain View in the Summer of 2023. The costs related to the physical installation of Bike Lanes on El Camino Real is being funded wholly by Caltrans through a combination of State and Grant funding, including all signage & striping improvements. The City funded the cost of a Traffic Patterns parking study, which cost approximately \$12,000 and was paid out of the department’s Professional Services Budget.

Environmental Review:

The lane restriping project is exempt from review under the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Section 15301 (Existing Facilities) in that the project consists of minor alterations to existing public facilities involving negligible or no expansion of existing or former uses, it will not create additional automobile lanes, and none of the circumstances described in CEQA Guidelines Section 15300.2 applies. Section 15301 expressly applies to the creation or expansion of bicycle facilities within existing rights-of-way where no additional automobile lanes are created. See 14 CCR § 15301(c).

City Manager

4872-0854-2991-1
NON-BCI 27915304

Reviewed By:

City Attorney

JH

Finance Director

JF



Subject: Approval of Class IIB - Buffered Bicycle Lane Installation on El Camino Real – City Limits between Adobe Creek and ~500-FT South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023 including approval of Parking Removal to Accommodate the Facility

Policy Question(s) for Council Consideration:

Does the Council support the installation of Class IIB – Buffered Bike Lanes along El Camino Real, on both sides of the street within the City Limits (Adobe Creek to 500-FT South of Rengstorff Avenue) including the removal of 248 On-Street Parking Spaces? This conversion from parking to bike lanes aligns with regional planning efforts including the VTA Bicycle Superhighway, the Los Altos Complete Streets Master Plan, the goals of the Los Altos Climate Action Plan. The proposed installation was approved by the Complete Streets Commission on August 10, 2021.

Summary:

- Caltrans is requesting a City Council resolution that approves the installation of Class IIB – Buffered Bike Lanes on both sides of El Camino Real between Adobe Creek and approximately 500-FT South of Rengstorff Avenue as part of Caltrans’ upcoming street resurfacing project.
- Caltrans is requesting City Council approval of the removal of 248 on-street parking spaces to accommodate this improvement.

Staff Recommendation:

Approval of Class IIB (Buffered Bike Lanes) on El Camino Real within City Limits, between Adobe Creek and ~500-FT South of Rengstorff Avenue, as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023 including the approval of the parking removal.

Purpose

Staff is requesting City Council policy approval for the installation of Class IIB – Buffered Bike Lanes along El Camino Real between the City Limits (Adobe Creek to ~500-FT South of Rengstorff Avenue) on both sides of the street including approval of the parking removal necessary to accommodate the proposed improvements.

Background

The California Department of Transportation (Caltrans) plans to resurface the length of El Camino Real between the Palo Alto/Menlo Park City Border to just south of Highway 85 in Mountain View, which includes the length of El Camino Real within the City of Los Altos. The Los Altos portion of El Camino Real includes both sides of the boulevard up to the face of curb on the northeast side (i.e., Bay side) of the corridor.



Subject: Approval of Class IIB - Buffered Bicycle Lane Installation on El Camino Real – City Limits between Adobe Creek and ~500-FT South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023 including approval of Parking Removal to Accommodate the Facility

Caltrans staff is working with each local agency through the project limits to identify the appropriate types of signage & striping improvements that will be installed at the completion of the resurfacing project. This introduces a once in a 25- to 30-year opportunity to make mobility-transformative changes for the community along this corridor.

Caltrans is supportive of bike facility installations along El Camino Real as part of the project and they secured grant funding to pay for the bike lane installations if each local agency can provide City Council policy approvals supporting the bike lane installations as part of their project. City staff is recommending the installation of Class IIB – Buffered Bike Lanes along El Camino Real as part of the Caltrans Resurfacing project. This configuration would retain all the existing vehicle lanes on El Camino Real, and would replace the current parking lane on each side with a bike lane and a buffer. The Draft Complete Streets Master Plan, scheduled for City Council approval in March, recommends Class IV – Protected Bike Lane facilities on El Camino Real. The only difference between these two treatment types is the addition of vertical elements within the buffered space between the bicycle lanes and vehicle travel lanes. Vertical elements could include a variety of treatments including flexible bollards or low-profile curbs. The Caltrans funding provisions cannot support the cost of vertical elements within buffered bike lane space. City staff recommends starting the project with Class IIB – Buffered Bike Lane facilities that are designed to support future vertical elements. The exact type of vertical element is yet to be determined, and would be discussed in a future phase of the project, accompanying Complete Streets Commission input as well as community outreach. The type of vertical element depicted in the image below is for illustrative purposes only.



Buffered Bike Lane (Class IIB) – Striping only



Buffered Bike Lane with Vertical Element (Class IV)



Subject: Approval of Class IIB - Buffered Bicycle Lane Installation on El Camino Real – City Limits between Adobe Creek and ~500-FT South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023 including approval of Parking Removal to Accommodate the Facility

The Los Altos Complete Streets Commission first discussed this item at its April 28, 2021 meeting. They were strongly in favor of a future Class IV (Protected Bike Lane with physical separation) treatment given the context of El Camino Real, and supportive of approving the Class IIB (Buffered Bike Lane) for this project so that they may be transitioned to Class IV (Protected Bike Lane) at a later date. They suggested coordination with neighboring cities in hopes of creating a continuous bike facility of a consistent typology, yet also suggested that Los Altos should be a leader in this rare opportunity to transition to bike facilities on El Camino, even if adjacent cities won't be doing the same. The Commission requested that staff conduct a focused outreach meeting with residents and businesses along El Camino Real.

The City held a focused community outreach meeting on June 23, 2021 attended by about a dozen residents and business owners. Attendees at the outreach meeting included residents, business, and property owners along El Camino Real, who expressed overwhelming support for the project, citing El Camino Real as an important cross-town route for people biking. They felt the project would provide connection to key destinations that aren't well served by the rest of the network, and would support business, school, commute, and recreational biking activities. Many of the residents of El Camino Real said they bicycle as their primary mode of transportation. During the community meeting only one business (located in the City of Mountain View -- ZombieRunner Coffee at 1980 El Camino Real near Clark Avenue) expressed concerns with the parking removal adjacent to their business (within Mountain View City Limits) required to support bike lane installation. The City referred the business to the City of Mountain View staff as bike lane installations within the City of Mountain View are being implemented in stages, whether the bike lanes will be installed in the area near ZombieRunner Coffee was not yet confirmed. On August 27, 2021, staff received an email from the owners of 1-2-3 Acupuncture Clinic at 4666 El Camino Real, in Los Altos, who also expressed concerns about the loss of the on-street parking spaces adjacent to their clinic. This business has off-street parking spaces specifically dedicated to their business. Additionally, the business' parking lot is directly adjacent to another, even larger parking lot.

The Complete Streets Commission discussed this item again at its August 10, 2021 meeting and unanimously agreed to forward a recommendation to the City Council to consider approval of the bike lane installations along El Camino Real within the City Limits including the removal of parking to make this change possible.

In total, three public meetings were conducted: the focused community outreach meeting on June 23, 2021, and two meetings with the Complete Streets Commission (conducted in April and August). To encourage community participation at each of the three meetings, staff sent out mailers to all properties within 1,000-FT of the project limits within both Los Altos and Mountain



Subject: Approval of Class IIB - Buffered Bicycle Lane Installation on El Camino Real – City Limits between Adobe Creek and ~500-FT South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023 including approval of Parking Removal to Accommodate the Facility

View including a dozen on-street sandwich boards to help advertise the meetings to passer-by motorists, bicyclists, and pedestrians.

To assess the impact of the bike lane installations along El Camino Real, the City commissioned a parking study in Spring of 2021, as the bike lane installation requires the removal of existing on-street parking, approximately 248 total spaces on both sides of the street within the City Limits (Adobe Creek to ~500-FT South of Rengstorff Avenue). The parking study was conducted by the City’s on-call traffic engineering firm Traffic Patterns. Parking utilization was counted from 8am to 8pm on both weekdays and weekends. The study found that the utilization of parking spaces on El Camino Real is currently low. In most areas the utilization is lower than 50%, and in a few short segments utilization was no higher than 85%. About one-third of the curb face along El Camino Real is already parking-prohibited and marked with red curb, so those areas would experience no change. The current low utilization of parking suggests that the removal of on-street parking could be feasible.

While the parking loss proposed with this project is a big change, the under-utilized current conditions combined with the visioning of the Complete Streets Master Plan and Climate Action Plan suggest that parking is perhaps not the best use of this space for the future of what this corridor and Los Altos could be. Re-utilizing this space for bicycle lanes could have many benefits: an improved regional transportation network that aligns with regional goals and visions; greater choice for travelers in Los Altos to safely and efficiently use different modes of transport; reduced greenhouse gas emissions and vehicle miles traveled; and decreased congestion due to expanded options for bicycling.

Discussion/Analysis

Caltrans staff has been in contact with each of the local agencies within the segment including Los Altos to identify the striping configuration preferences within each community, and Caltrans is supportive of the installation of bike lane facilities along El Camino Real. If a bike lane installation is preferred by any City, Caltrans is requiring a local City Council approval via the attached Resolution. The full cost of the bike lane installation will be covered by Caltrans using a combination of state and grant funding secured by Caltrans.

City staff is recommending the installation of Class IIB (Buffered Bike Lane) facilities with the Caltrans Resurfacing project. This configuration would retain all the existing vehicle lanes on El Camino Real, and would replace the current parking lane on each side with a bike lane and a buffer. Class IIB (Buffered Bike Lanes) support the Valley Transportation Authority (VTA) Bicycle



Subject: Approval of Class IIB - Buffered Bicycle Lane Installation on El Camino Real – City Limits between Adobe Creek and ~500-FT South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023 including approval of Parking Removal to Accommodate the Facility

Superhighway Program that includes bike lanes on El Camino Real and the City’s own Draft Complete Streets Master Plan (CSMP) that the City Council reviewed November 9th. The CSMP proposes Class IV (Protected Bikeway) facilities on El Camino Real. Starting the El Camino Real bike lanes with Class IIB (Buffered Bike Lane) facilities supports easy installation of vertical elements later.

This project is a rare opportunity for major progress in bicycle network connectivity, an improved regional transportation network, and greenhouse gas emission (GHG) reduction in the region, and reduced congestion resulting from expanded options in modes of transit for travelers in Los Altos. It aligns with VTA’s regional planning initiatives, including the Bicycle Superhighway project. It also aligns with the goals and visions of Los Altos’ own Complete Streets Master Plan and Climate Action Plan. The Complete Streets Commission voted unanimously in support of this project and sends their recommendation of approval to the Los Altos City Council.

Recommendation

Staff recommends that City Council approve the installation of Class IIB facilities along El Camino Real via the attached resolution.

TRAFFIC PATTERNS



April 16, 2021

Jim Sandoval
City of Los Altos
1 N San Antonio Road
Los Altos, CA. 94022

Subject: El Camino Real – Parking Removal for Bike Lane Installation Study

Introduction:

The California Department of Transportation – Caltrans plans on resurfacing El Camino Real between the City of Palo Alto – City of Menlo Park City Limits to Highway 237 in Mountain View in the Summer 2022. Initially, Caltrans only planned on accommodating new lane striping so that any agency within the work limits could provide bike lanes on their own following the resurfacing project. Caltrans was awarded a grant to complete the bike lane installation as part of the street resurfacing work and they are asking that any local agency interested in receiving the bike lanes as part of the project provide a copy of their local policy approvals supporting the bike lane installation, supporting approval for parking removals, and any agency-led environmental clearance documents. Policy and environmental clearance documents are due to Caltrans by January 2022.

The segment of El Camino Real between Adobe Creek and just south of Rengstorff Avenue not within the City of Los Altos limits. This study analyzes existing parking conditions on and along El Camino Real to determine the feasibility of removing parking within the City's right-of-way to accommodate the bike lane installations and to help advise any additional analysis that the City may require to advance policy and environmental support for the bike lane installation. This report is intended to be a first step analysis to help guide policy discussions on any additional data collection, analysis and community engagement.

Background:

El Camino Real is owned and operated by Caltrans. Caltrans works closely with each local agency along El Camino Real when planning capital improvements and that is the reason Caltrans contacted Los Altos in 2020 regarding the upcoming street resurfacing work. Caltrans informed the City in March regarding additional grant funding to accommodate the bike lane installations, so this parking analysis is being advanced to help determine the feasibility of removing parking along El Camino Real to support the bike lane installations within the City's right-of-way.

The length of El Camino Real between Adobe Creek and just south of Rengstorff Avenue within the Los Altos right-of-way is approximately 1.2 miles. Historically the curb management operations (parking restrictions) along the west side of El Camino Real (Los Altos side) have been managed by the City of Los Altos and the City of Mountain View managed the east side. As part of development of this report it was determined that the City of Los Altos – City of Mountain View City Limits borders runs along the curb face on the east side of El Camino Real making curb operations possibly the responsibility of the City of Los Altos within this segment. The City is researching the right-of-way limits but to ensure this study properly analyzes all parking operations along El Camino Real, both sides of the roadway were analyzed.

Analysis:

Traffic Data Collection Methodology

Traffic data collection involved identifying the amount of available parking along El Camino Real and up to two blocks of each side street intersecting El Camino Real on both the Los Altos and Mountain View sides of El Camino Real. Existing red curb or signed No Parking restrictions were also field verified and transferred onto a Computer-Aided Drafting (CAD) file to assist in data collection and analysis. Upon confirmation of the amount of available parking spaces field data gathering was conducted several times per day over several days to determine an Average Weekday and Average Weekend parking condition for the following times of day:

- 8:00 AM
- 12:00 AM
- 4:00 PM
- 8:00 PM

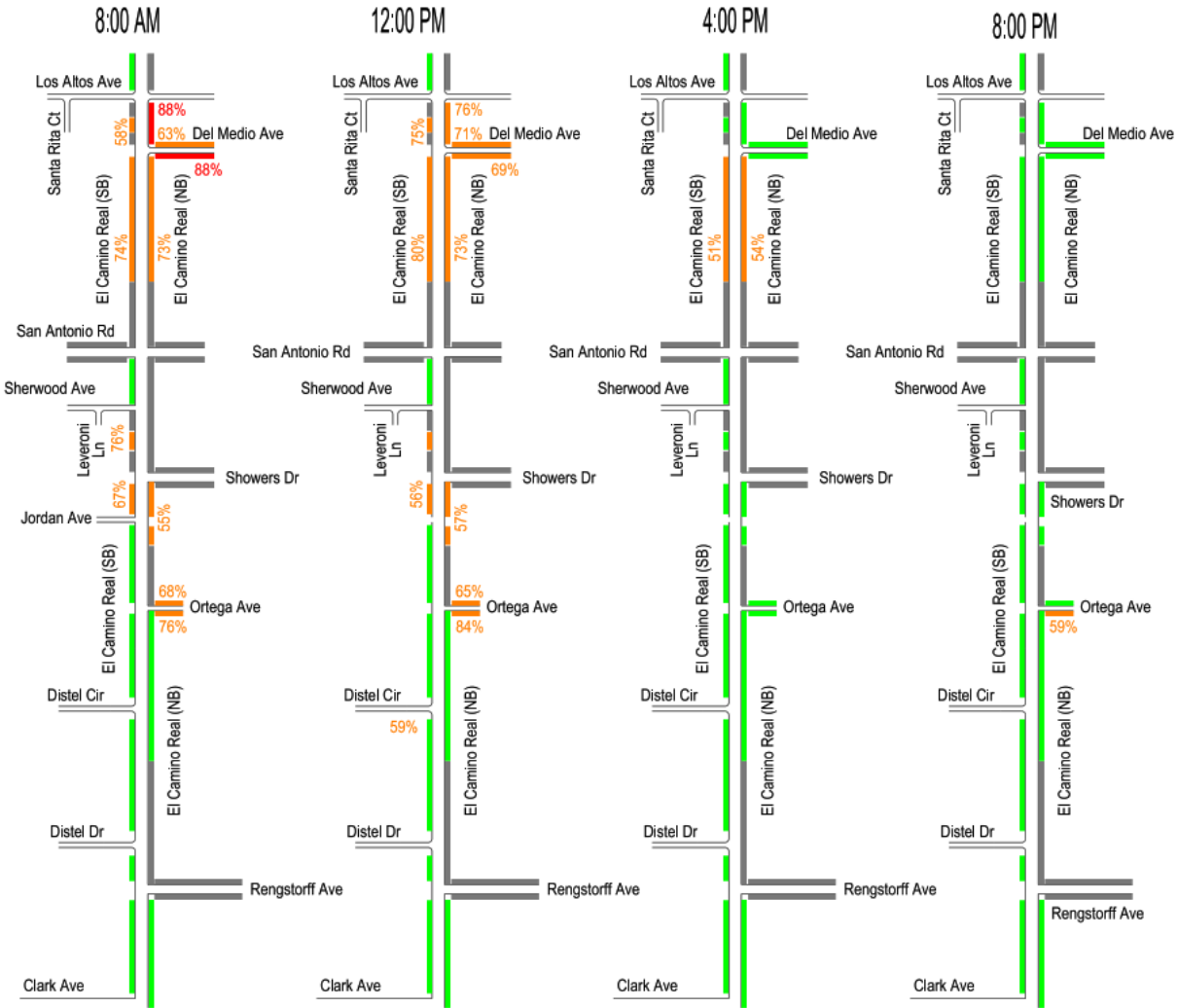
The complete set of raw field data is available within the Exhibits Section of this report under Exhibit A and B– Raw Field Data.

Graphical Parking Occupancy Data Maps

The data is represented in a map format and provided in Figures 1 and 2 showing the parking demand occupancy on each of the street segments analyzed in the following color format for an Average Weekday (Figure 1) and Average Weekend (Figure 2):

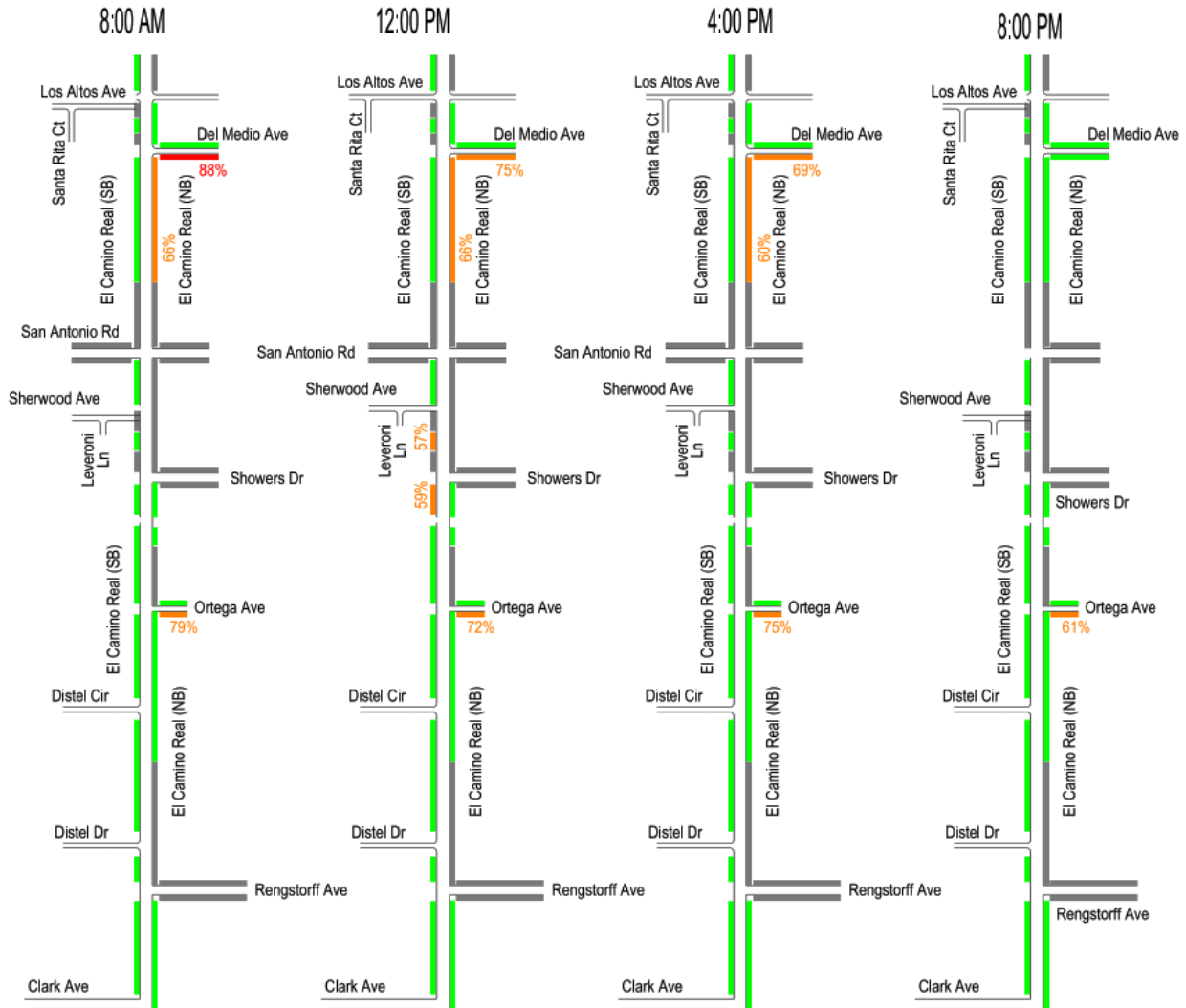
- Existing No Parking (Grey)
- 0 – 50% Occupancy (Green)
- 51 – 84% Occupancy (Orange)
- 85 – 99% Occupancy (Red)
- 100% Occupancy (Never observed)

Figure 1
 El Camino Real Parking Occupancy Demand
 Average Weekday by Time of Day



- Existing No Parking (Bold Grey)
- 0 – 50% Occupancy (Green)
- 51 – 84% Occupancy (Orange)
- 85 – 99% Occupancy (Red)
- 100% Occupancy (Never Observed)

Figure 2
 El Camino Real Parking Occupancy Demand
 Average Weekend by Time of Day



- Existing No Parking (Bold Grey)
- 0 – 50% Occupancy (Green)
- 51 – 84% Occupancy (Orange)
- 85 – 99% Occupancy (Red)
- 100% Occupancy (Never Observed)

Parking Brief by Street Block Segment

A brief summary of the parking conditions along each of the streets analyzed in this report is provided below in Tables 1 and 2. Each table is formatted as a driving route going north or south along El Camino Real with turns onto side streets.

Table 1
 West Side of El Camino Real (ECR) - Parking Brief

No.	Street Block Face	No. Spaces	Parking Brief
1	ECR – Adobe Creek to Los Altos Ave	11	Light parking from hotel
2	Los Altos Ave – ECR to Santa Rita Ct (North)	16	Parking use by local businesses
3	Los Altos Ave –Santa Rita Ct. to Langton Ave (North)	5	Light parking use by residents
4	Los Altos Ave – Langton Ave to Santa Rita Ct. (South)	8	Light parking use by residents
5	Los Altos Ave –Santa Rita Ct. to ECR(South)	14	Light parking use by residents
6	ECR – Los Altos Ave to Del Medio Ave	4	Very little existing parking
7	ECR – Del Medio Ave to San Antonio Rd	28	Parking use by businesses
8	San Antonio Rd – ECR to Loucks Ave (Both Sides)	0	Existing No Parking
9	ECR – San Antonio Rd to Sherwood Ave	10	Moderate parking use 12pm to 4pm
10	Sherwood Ave – ECR to Leveroni Ln (North)	8	Light parking used by residents
11	Sherwood Ave – Leveroni Ln to N San Antonio Rd (North)	5	Parking currently unavailable due to temporary construction
12	Sherwood Ave – N San Antonio Rd to Leveroni Ln(South)	9	Light parking use by residents
13	Sherwood Ave – Leveroni Ln to ECR(South)	4	Very little existing parking
14	ECR – Sherwood Ave to Showers Dr	7	Moderate parking use 8 am-4pm
15	ECR – Showers Dr to Jordan Ave	6	Moderate parking use 8 am- 12 pm
16	Jordan Ave – ECR to Marich Way (North)	16	Light parking use by residents
17	Jordan Ave – March Way to ECR (South)	13	Light parking use by residents
18	ECR – Jordan Ave to Ortega Ave	10	Underutilized parking
19	ECR – Ortega Ave to Distel Cir.	5	Underutilized parking
20	Distel Cir – ECR to Distel Dr (North)	34	Heavy parking use weekdays due to local construction and businesses
21	Distel Cir – Distel Dr to ECR (South)	36	Heavy parking use weekdays due to local construction and businesses
22	ECR – Distel Cir to Distel Dr	11	Underutilized parking
23	Distel Dr – ECR to Marich Way (North)	8	Underutilized parking
24	Distel Dr – Marich Way to ECR (South)	11	Parking use by residents
25	ECR – Distel Dr to Rengstorff Ave	13	Underutilized parking
26	ECR – Rengstorff Ave to Clark Ave	35	Underutilized parking

Table 2
 East Side of El Camino Real (ECR) - Parking Brief

No.	Street Block Face	No. Spaces	Parking Brief
1	ECR – Clark Ave to Rengstorff Ave	30	Parking currently unavailable due to temporary construction
2	Rengstorff Ave – ECR to Latham St	0	Existing No Parking
3	ECR – Rengstorff Ave to Ortega Ave	11	Light parking use by businesses
4	Ortega Ave – ECR to Latham St (South)	14	Heavy parking use by residents
5	Ortega Ave – Latham St to ECR (North)	19	Heavy parking use by residents
6	ECR – Ortega Ave to Showers Dr.	23	Light parking use by businesses
7	Showers Dr – ECR to Latham St	0	Existing No Parking
8	ECR – Showers Dr to San Antonio Rd	0	Existing No Parking
9	San Antonio Rd – ECR to California St	0	Existing No Parking
10	ECR – San Antonio Rd to Del Medio Ave	16	No Parking on large portion of block
11	Del Medio Ave – ECR to Fayette Dr (South)	16	Heavy parking use by residents
12	Del Medio Ave – Fayette Dr to ECR (North)	23	Heavy parking use weekdays due to local construction and businesses
13	ECR – Del Medio Ave to Los Altos Ave	14	Heavy parking use weekdays due to local construction and businesses
14	ECR – Los Altos Ave to Monroe Dr	5	Underutilized Parking
15	ECR – Monroe Dr to Adobe Creek	9	Underutilized Parking

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Parking Analysis

Along El Camino Real there are a total of 248 on-street parking spaces, 140 spaces on the Los Altos side (West side) and 108 on the Mountain View side (East side). All segments of El Camino Real see a steep reduction in parking occupancy after 4:00 pm.

Adobe Creek to San Antonio Road (West Side – Los Altos)

The parking occupancy data shows that El Camino Real is moderately parked with a maximum of 30 cars (out of 43 available spaces - 70%) between Adobe Creek and San Antonio Road due to existing private development construction and local businesses. At the end of the workday, late-evenings, and weekends El Camino Real is lightly parked in this section, 8:00 pm data shows only 10 cars (23%) on weekdays and only 8 cars (19%) on weekends. If on-street parking along El Camino Real is removed to accommodate bike lane installations the City may experience minor parking intrusion along streets such as Los Altos Avenue depending on the time of day with the largest impact happening during the weekday because of the private development construction activities. During evenings and weekends the parking intrusion would be considered very minor. There does seem to be adequate on-site parking for local businesses in this section. Los Altos Avenue between El Camino Real and Langton Avenue provides approximately 30 on-street parking spaces with regular vacancy of about 13 parking spaces.

San Antonio Road to Southern City Limits before Clark Avenue (West Side – Los Altos)

On the segment of El Camino Real between San Antonio Road to Clark Avenue, parking demand is very light throughout all times of the day with a maximum use of only 18 cars (out of 97 available spaces - 19%). It should be noted that at the time of this study there were many vacant buildings planned for future redevelopment and that may be a contributing factor to the observed low parking demand on El Camino Real. Side streets in this segment such as Sherwood Avenue, Jordan Avenue, Distel Circle, and Distel Drive also noted low parking demand with the exception of Distel Circle which currently experiences moderate to high parking occupancy demand during the day due to active private property construction activities. During the evening hours all of these side streets experience low parking occupancy demand with the exception of the southern block face of Distel Drive which shows regular 60% parking occupancy during weekend evenings.

Clark Avenue to San Antonio Road (East Side Mountain View)

Along the east section of El Camino Real between Clark Avenue and San Antonio Road parking is very light with a maximum occupancy of 19 cars (out of 64 available spaces - 30%) around 8:00 AM on weekdays. Although the parking occupancy is not high in this segment of El Camino Real, it is fairly consistent at all times of the day with a maximum parking occupancy of about 16 cars (25%). An issue to consider on this segment of El Camino Real is the lack of side streets with vacancy to accommodate displaced vehicles with existing no parking restrictions along Rengstorff Avenue and Showers Drive. The only other side street, Ortega Avenue, does provide on-street parking but there is limited capacity as the street is regularly parked by Mountain View residents.

San Antonio Road to Adobe Creek (East Side Mountain View)
 The portion of El Camino Real from San Antonio Road to Adobe Creek is moderately parked with a maximum 24 cars (out of 44 available spaces - 55%). The highest concentration of on-street parking along El Camino Real in this segment occurs near Del Medio Avenue where there is ongoing construction activity. At the end of the workday, late evenings, and weekends this segment of El Camino Real’s parking occupancy is very light with a maximum of only 8 cars (18%), this is likely due to residents of the area.

Table 3
 El Camino Real – Super Block Parking Summary

ECR – Adobe Creek to San Antonio Rd (Southbound)	No. Available Parking Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Tuesday (4/6/2021)	43	29 (67%)	29 (67%)	17(40%)	10(23%)
Wednesday (4/7/2021)	43	28 (65%)	30 (70%)	17(40%)	14(33%)
Thursday (4/8/2021)	43	23 (54%)	30 (70%)	17(40%)	11(26%)
Saturday (4/3/2021)	43	12 (28%)	18(42%)	12(40%)	10(23%)
Sunday (4/11/2021)	43	14 (33%)	13(30%)	9(21%)	8(19%)
ECR – San Antonio Rd. to Clark Ave (Southbound)	No. Available Parking Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Tuesday (4/6/2021)	97	15(16%)	14(14%)	10(10%)	0(3%)
Wednesday (4/7/2021)	97	8(8%)	14(14%)	10(10%)	3(3%)
Thursday (4/8/2021)	97	9(9%)	13(13%)	10(10%)	0(0%)
Saturday (4/3/2021)	97	7(7%)	18 (19%)	7(7%)	1(1%)
Sunday (4/11/2021)	97	4(4%)	5(5%)	4(4%)	3(3%)
ECR – Clark Ave to San Antonio Rd (Northbound)	No. Available Parking Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Tuesday (4/6/2021)	64	19 (30%)	14(22%)	11(17%)	13(20%)
Wednesday (4/7/2021)	64	16(25%)	14(22%)	12(19%)	16(25%)
Thursday (4/8/2021)	64	15(23%)	18(28%)	12(19%)	13(20%)
Saturday (4/3/2021)	64	13(20%)	18(28%)	10(16%)	14(22%)
Sunday (4/11/2021)	64	10(16%)	11(17%)	14(22%)	13(20%)
ECR - San Antonio Rd to Adobe Creek (Northbound)	No. Available Parking Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Tuesday (4/6/2021)	44	24 (55%)	23(52%)	10(23%)	8 (18%)
Wednesday (4/7/2021)	44	24 (55%)	23(52%)	10(23%)	7(16%)
Thursday (4/8/2021)	44	24 (55%)	21(48%)	9(20%)	7(16%)
Saturday (4/3/2021)	44	13(30%)	12(27%)	9(20%)	7(16%)
Sunday (4/11/2021)	44	10(23%)	10(23%)	10(23%)	5(11%)

Figure 3
 El Camino Real (West Side – Los Altos) Super Block Parking Bar Graphs
 (On Street Parking Capacity Shown on the Y-Axes of Each Graph)

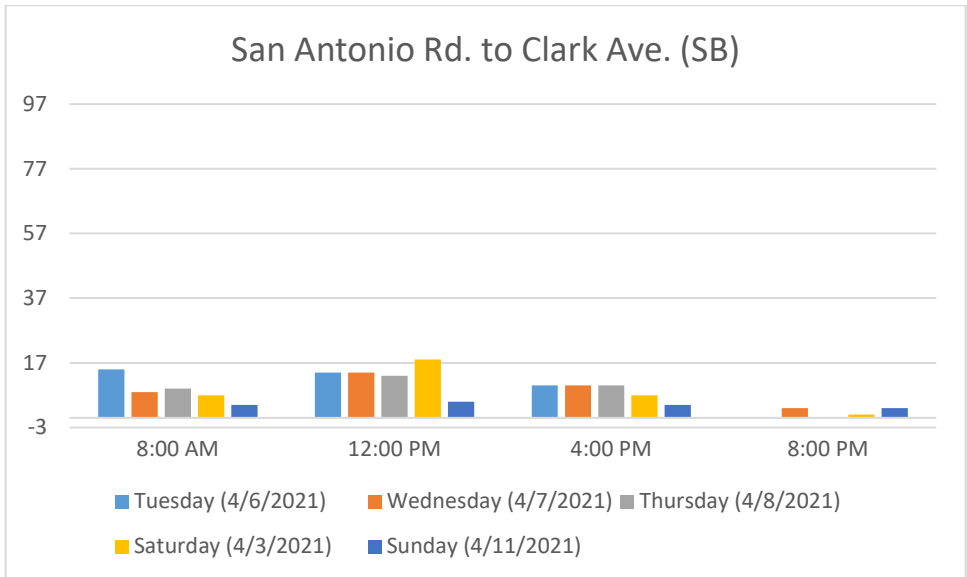
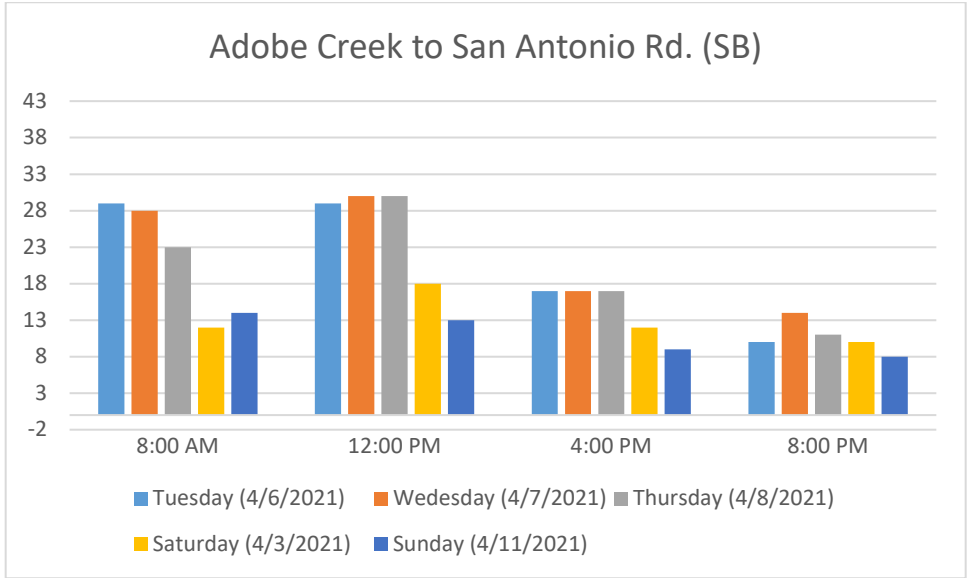
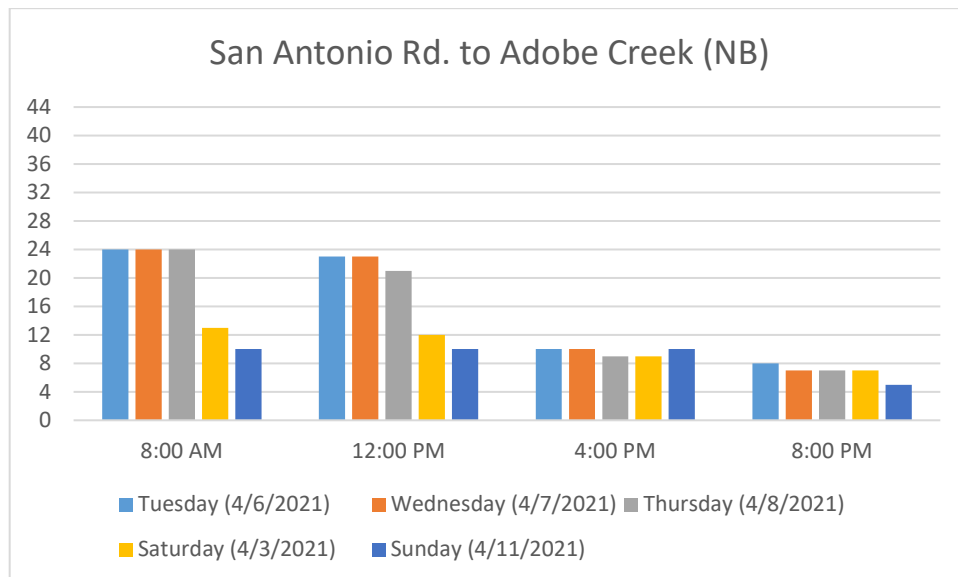
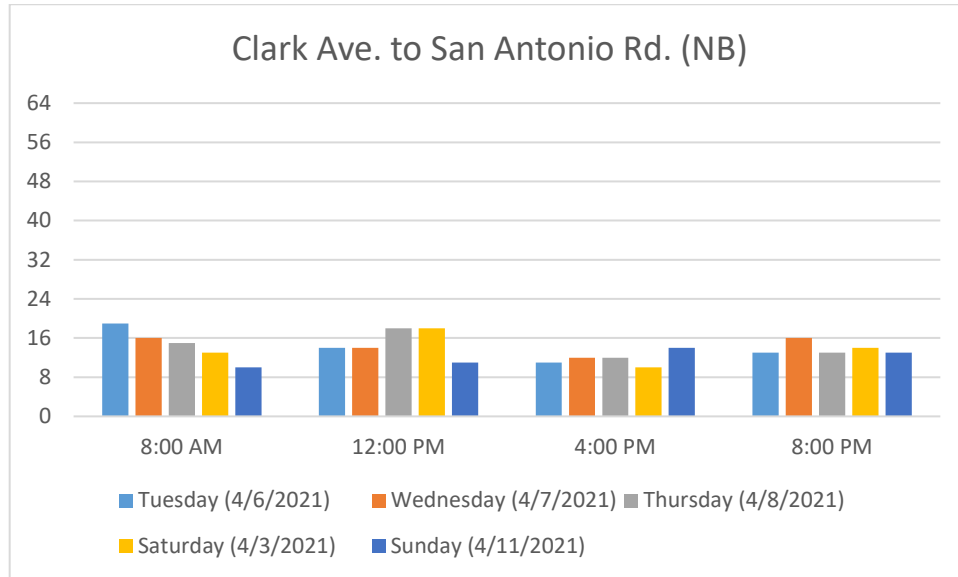


Figure 4
 El Camino Real (East Side – Mountain View) Super Block Parking Bar Graphs
 (On Street Parking Capacity Shown on the Y-Axes of Each Graph)



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Private Development Activity

At the time of this parking study the City of Los Altos had four (4) active construction or approved private development applications for Multi-Family use properties and an additional three (3) Active Development Applications for new construction projects on or near El Camino Real:

- Under Construction: 4880 El Camino Real
(5-story, 21-unit Multi-Family)
Located just North of Jordan Avenue

- Approved Developments: 4865 El Camino Real
(Entitled) (5-story, 52-unit Multi-Family)
Located between Distel Circle and Distel Drive

- 4895 El Camino Real
(5-story, up to 28-unit Multi-Family)
Located on the Southeast Corner of El Camino Real & Jordan Avenue

- 5150 El Camino Real
(5-story, 196-unit Multi-Family)
Located at El Camino Real & Rengstorff Avenue

- Active Applications: 330 Distel Circle
(90 Unit Affordable Housing Units)
City of Los Altos and County of Santa Clara Partnership

- 4350 El Camino Real
(5-story, 47-unit Multi-Family)
Located on the Southeast Corner of El Camino Real & Los Altos Avenue

- 4896 El Camino Real
(4-story Office and 5 Condominium units including 1 Affordable)
Located on the Northeast corner of El Camino Real & Jordan Avenue

All projects are planned to be fully parked on-site. The city of Mountain View has an additional 6 projects under different approval levels of El Camino Real. None these projects in Los Altos or Mountain View are complete representing an opportunity for the city of Los Altos to permit the removal of on street parking for bike lane accommodations.

Preliminary Findings and Recommendations

When considering parking removal the primary periods of the day that are analyzed to determine true parking demand are Noon for possible intrusion from local business and late evenings for possible intrusion from residential uses that could potentially spill over into adjacent residential neighborhoods if parking were removed. In the case of El Camino Real on both sides of the street (Los Altos on the West and Mountain View on the East), daytime parking demand along El Camino Real is generated by active construction from private development construction. Weekday evenings and weekends at all times of day see low parking demand. Any commercial or retail parking demand can be accommodated on-site.

The current COVID-19 low traffic conditions and large empty private properties from planned future redevelopment also contributes to the current low parking demand on and along El Camino Real.

While it does appear that parking along El Camino Real can be removed without significant impacts to existing adjacent neighborhood streets, Traffic Patterns does recommend that if Bike Lane installation along El Camino Real is approved that on-going parking monitoring on adjacent neighborhood streets continue so that future parking preservation programs can be implemented if needed. Traffic Patterns recommends the use of a 65% parking demand threshold within 1000-FT of El Camino Real as a trigger for parking preservation program considerations. When on-street parking occupancy exceeds 65% the character of a street visually changes, motorists can still find parking on the side of the street they are driving quickly but the densification from on-street parking use can impact quality of life of residents.

Exhibit C of this report includes a recommended concept plan line drawings for Bike Lane facilities along El Camino Real through the Los Altos City Limits. Specific design elements include:

- Min. 7-FT Bike Lane Widths
- 3-FT Striped Buffer Zone with Hash where Feasible
- Min. 11-FT Vehicle Lane Widths where Feasible
- Min. 12-FT Lane adjacent to Large Tree Canopy Median Islands
- Min. 12-FT Curb Lane for VTA Bus Operations
- Preservation of the Existing 6-Lane Vehicle Configuration (3 Lanes per Approach)
- Use of High-Visibility Crosswalks

This report is intended to initiate Complete Streets Commission discussions for the consideration of Bike Lane installations on both sides of El Camino Real between Adobe Creek and just south of Rengstorff Avenue.

Exhibit A

Raw Data Southbound El Camino Real (West Side – Los Altos) with Parking Occupancy %

Adobe Creek to Los Altos Ave.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	11	2	18%	3	27%	1	9%	2	18%
Wednesday (4/7/2021)	11	4	36%	5	45%	2	18%	5	45%
Thursday (4/8/2021)	11	5	45%	5	45%	1	9%	5	45%
Saturday (4/3/2021)	11	3	27%	3	27%	0	0%	2	18%
Sunday (4/11/2021)	11	1	9%	0	0%	0	0%	0	0%

Los Altos Ave. : ECR to Santa Rita Ct. (North)	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	16	10	63%	12	75%	10	63%	5	31%
Wednesday (4/7/2021)	16	11	69%	11	69%	8	50%	4	25%
Thursday (4/8/2021)	16	10	63%	11	69%	7	44%	4	25%
Saturday (4/3/2021)	16	6	38%	9	56%	9	56%	4	25%
Sunday (4/11/2021)	16	9	56%	9	56%	5	31%	5	31%

Los Altos Ave. : Santa Rita Ct. to Langton Ave. (North)	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	5	2	40%	3	60%	2	40%	0	0%
Wednesday (4/7/2021)	5	1	20%	4	80%	1	20%	0	0%
Thursday (4/8/2021)	5	1	20%	3	60%	3	60%	0	0%
Saturday (4/3/2021)	5	2	40%	2	40%	3	60%	1	20%
Sunday (4/11/2021)	5	0	0%	2	40%	1	20%	0	0%

Los Altos Ave. : Langton Ave. to Santa Rita Ct. (South)	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	8	3	38%	4	50%	1	13%	0	0%
Wednesday (4/7/2021)	8	2	25%	3	38%	1	13%	0	0%
Thursday (4/8/2021)	8	2	25%	4	50%	2	25%	1	13%
Saturday (4/3/2021)	8	1	13%	2	25%	1	13%	0	0%
Sunday (4/11/2021)	8	1	13%	2	25%	1	13%	0	0%

Los Altos Ave. : Santa Rita Ct. to ECR (South)	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	14	9	64%	10	71%	8	57%	4	29%
Wednesday (4/7/2021)	14	7	50%	8	57%	5	36%	0	0%
Thursday (4/8/2021)	14	10	71%	10	71%	6	43%	2	14%
Saturday (4/3/2021)	14	5	36%	7	50%	4	29%	5	36%
Sunday (4/11/2021)	14	6	43%	8	57%	4	29%	4	29%

Los Altos Ave. to Del Medio Ave.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	4	3	75%	3	75%	0	0%	0	0%
Wednesday (4/7/2021)	4	3	75%	3	75%	2	50%	2	50%
Thursday (4/8/2021)	4	1	25%	3	75%	2	50%	1	25%
Saturday (4/3/2021)	4	1	25%	1	25%	2	50%	2	50%
Sunday (4/11/2021)	4	1	25%	1	25%	1	25%	2	50%

Del Medio Ave. to San Antonio Rd.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	28	24	86%	23	82%	16	57%	8	29%
Wednesday (4/7/2021)	28	21	75%	22	79%	13	46%	7	25%
Thursday (4/8/2021)	28	17	61%	22	79%	14	50%	6	21%
Saturday (4/3/2021)	28	8	29%	15	54%	10	36%	6	21%
Sunday (4/11/2021)	28	12	43%	12	43%	8	29%	6	21%

San Antonio Rd. to Sherwood Ave.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	10	3	30%	4	40%	5	50%	0	0%
Wednesday (4/7/2021)	10	1	10%	5	50%	4	40%	3	30%
Thursday (4/8/2021)	10	0	0%	4	40%	5	50%	0	0%
Saturday (4/3/2021)	10	0	0%	7	70%	5	50%	0	0%
Sunday (4/11/2021)	10	0	0%	1	10%	2	20%	0	0%

Exhibit A

Raw Data Southbound El Camino Real (West Side – Los Altos) with Parking Occupancy %

Sherwood Ave. : ECR to Leveroni Ln. (North)		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	8	4	50%	3	38%	3	38%	4	50%
Wednesday (4/7/2021)	8	5	63%	5	63%	5	63%	3	38%
Thursday (4/8/2021)	8	4	50%	3	38%	4	50%	2	25%
Saturday (4/3/2021)	8	4	50%	4	50%	4	50%	4	50%
Sunday (4/11/2021)	8	3	38%	2	25%	3	38%	5	63%

Sherwood Ave. : Leveroni Ln. to N San Antonio Rd. (North)		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	5	0	0%	0	0%	0	0%	0	0%
Wednesday (4/7/2021)	5	0	0%	0	0%	1	20%	0	0%
Thursday (4/8/2021)	5	0	0%	0	0%	0	0%	0	0%
Saturday (4/3/2021)	5	0	0%	1	20%	0	0%	1	20%
Sunday (4/11/2021)	5	0	0%	0	0%	0	0%	0	0%

Sherwood Ave. : N San Antonio Rd. to Leveroni Ln. (South)		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	9	4	44%	3	33%	3	33%	4	44%
Wednesday (4/7/2021)	9	3	33%	5	56%	3	33%	3	33%
Thursday (4/8/2021)	9	3	33%	5	56%	3	33%	4	44%
Saturday (4/3/2021)	9	3	33%	5	56%	4	44%	2	22%
Sunday (4/11/2021)	9	2	22%	2	22%	3	33%	3	33%

Sherwood Ave. : Leveroni Ln. to ECR (South)		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	4	2	50%	2	50%	2	50%	2	50%
Wednesday (4/7/2021)	4	2	50%	3	75%	3	75%	2	50%
Thursday (4/8/2021)	4	2	50%	2	50%	2	50%	2	50%
Saturday (4/3/2021)	4	2	50%	1	25%	2	50%	3	75%
Sunday (4/11/2021)	4	2	50%	2	50%	1	25%	2	50%

Sherwood Ave. to Showers Dr.		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	7	7	100%	5	71%	3	43%	0	0%
Wednesday (4/7/2021)	7	4	57%	6	86%	4	57%	0	0%
Thursday (4/8/2021)	7	5	71%	5	71%	3	43%	0	0%
Saturday (4/3/2021)	7	4	57%	5	71%	1	14%	0	0%
Sunday (4/11/2021)	7	2	29%	3	43%	2	29%	2	29%

Showers Dr. to Jordan Ave.		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	6	5	83%	4	67%	2	33%	0	0%
Wednesday (4/7/2021)	6	3	50%	3	50%	2	33%	0	0%
Thursday (4/8/2021)	6	4	67%	3	50%	2	33%	0	0%
Saturday (4/3/2021)	6	3	50%	6	100%	1	17%	1	17%
Sunday (4/11/2021)	6	2	33%	1	17%	0	0%	1	17%

Jordan Ave. : ECR to Marich Way. (North)		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	16	3	19%	4	25%	2	13%	0	0%
Wednesday (4/7/2021)	16	7	44%	6	38%	7	44%	7	44%
Thursday (4/8/2021)	16	5	31%	4	25%	4	25%	4	25%
Saturday (4/3/2021)	16	7	44%	8	50%	5	31%	5	31%
Sunday (4/11/2021)	16	6	38%	7	44%	1	6%	3	19%

Jordan Ave. : Marich Way. to ECR (South)		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	13	5	38%	4	31%	5	38%	4	31%
Wednesday (4/7/2021)	13	5	38%	5	38%	5	38%	4	31%
Thursday (4/8/2021)	13	5	38%	7	54%	5	38%	5	38%
Saturday (4/3/2021)	13	4	31%	4	31%	6	46%	6	46%
Sunday (4/11/2021)	13	6	46%	4	31%	5	38%	5	38%

Exhibit A

Raw Data Southbound El Camino Real (West Side – Los Altos) with Parking Occupancy %

Jordan Ave. to Ortega Ave.		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
		10	0	0%	1	10%	0	0%	0
10	0	0%	0	0%	0	0%	0	0%	
10	0	0%	0	0%	0	0%	0	0%	
10	0	0%	0	0%	0	0%	0	0%	
10	0	0%	0	0%	0	0%	0	0%	

Ortega Ave. to Distel Cir.		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
		5	0	0%	0	0%	0	0%	0
5	0	0%	0	0%	0	0%	0	0%	
5	0	0%	0	0%	0	0%	0	0%	
5	0	0%	0	0%	0	0%	0	0%	
5	0	0%	0	0%	0	0%	0	0%	

Distel Cir. : ECR to Dist Cir. (North)		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
		14	8	57%	9	64%	0	0%	1
14	9	64%	8	57%	2	14%	1	7%	
14	8	57%	8	57%	1	7%	1	7%	
14	2	14%	2	14%	0	0%	0	0%	
14	1	7%	1	7%	1	7%	0	0%	

Distel Cir. : Dist Cir. to Dist Dr. (West)		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
		20	15	75%	9	45%	10	50%	0
20	11	55%	11	55%	9	45%	0	0%	
20	12	60%	11	55%	15	75%	1	5%	
20	0	0%	0	0%	0	0%	0	0%	
20	1	5%	1	5%	1	5%	0	0%	

Distel Cir. : Distel Dr. to Distel Cir. (East)		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
		22	4	18%	4	18%	2	9%	0
22	4	18%	4	18%	4	18%	1	5%	
22	3	14%	8	36%	4	18%	0	0%	
22	1	5%	2	9%	1	5%	1	5%	
22	1	5%	0	0%	0	0%	1	5%	

Distel Cir. : Distel Cir. to ECR(South)		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
		14	8	57%	9	64%	0	0%	1
14	8	57%	7	50%	1	7%	0	0%	
14	11	79%	9	64%	0	0%	0	0%	
14	1	7%	1	7%	1	7%	2	14%	
14	0	0%	0	0%	0	0%	1	7%	

Distel Cir. to Distel Dr		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
		11	0	0%	0	0%	0	0%	0
11	0	0%	0	0%	0	0%	0	0%	
11	0	0%	1	9%	0	0%	0	0%	
11	0	0%	0	0%	0	0%	0	0%	
11	0	0%	0	0%	0	0%	0	0%	

Distel Dr. : ECR to Marich Way(North)		8:00 AM		12:00 PM		4:00 PM		8:00 PM	
Parking Space Capacity		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
		8	1	13%	1	13%	1	13%	1
8	1	13%	0	0%	1	13%	2	25%	
8	0	0%	1	13%	0	0%	2	25%	
8	1	13%	1	13%	0	0%	0	0%	
8	0	0%	0	0%	0	0%	4	50%	

Exhibit A

Raw Data Southbound El Camino Real (West Side – Los Altos) with Parking Occupancy %

Distel Dr. : Marich Way. to ECR (South)	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	11	4	36%	5	45%	10	91%	6	55%
Wednesday (4/7/2021)	11	4	36%	9	82%	9	82%	2	18%
Thursday (4/8/2021)	11	3	27%	6	55%	8	73%	2	18%
Saturday (4/3/2021)	11	2	18%	4	36%	6	55%	5	45%
Sunday (4/11/2021)	11	5	45%	4	36%	7	64%	8	73%

Distel Dr. to Rengstorff Ave.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	13	0	0%	0	0%	0	0%	0	0%
Wednesday (4/7/2021)	13	0	0%	0	0%	0	0%	0	0%
Thursday (4/8/2021)	13	0	0%	0	0%	0	0%	0	0%
Saturday (4/3/2021)	13	0	0%	0	0%	0	0%	0	0%
Sunday (4/11/2021)	13	0	0%	0	0%	0	0%	0	0%

Rengstorff Ave. to Clark Ave.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	35	0	0%	0	0%	0	0%	0	0%
Wednesday (4/7/2021)	35	0	0%	0	0%	0	0%	0	0%
Thursday (4/8/2021)	35	0	0%	0	0%	0	0%	0	0%
Saturday (4/3/2021)	35	0	0%	0	0%	0	0%	0	0%
Sunday (4/11/2021)	35	0	0%	0	0%	0	0%	0	0%

Exhibit B

Raw Data Southbound El Camino Real (West Side – Los Altos) with Parking Occupancy %

Clark Ave. to Rengstroff Ave.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	30	4	13%	1	3%	2	7%	4	13%
Wednesday (4/7/2021)	30	1	3%	0	0%	1	3%	9	30%
Thursday (4/8/2021)	30	0	0%	2	7%	0	0%	4	13%
Saturday (4/3/2021)	30	1	3%	4	13%	2	7%	6	20%
Sunday (4/11/2021)	30	0	0%	1	3%	1	3%	5	17%

Rengstroff Ave. to Ortega Ave.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	11	2	18%	0	0%	3	27%	3	27%
Wednesday (4/7/2021)	11	3	27%	3	27%	2	18%	3	27%
Thursday (4/8/2021)	11	2	18%	1	9%	5	45%	5	45%
Saturday (4/3/2021)	11	3	27%	4	36%	2	18%	4	36%
Sunday (4/11/2021)	11	3	27%	1	9%	5	45%	4	36%

Ortega Ave. : ECR to Latham St. (South)	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	14	11	79%	11	79%	6	43%	7	50%
Wednesday (4/7/2021)	14	10	71%	12	86%	5	36%	9	64%
Thursday (4/8/2021)	14	11	79%	12	86%	9	64%	9	64%
Saturday (4/3/2021)	14	10	71%	9	64%	8	57%	9	64%
Sunday (4/11/2021)	14	12	86%	11	79%	13	93%	8	57%

Ortega Ave. : Latham St. to ECR (North)	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	19	15	79%	14	74%	6	32%	11	58%
Wednesday (4/7/2021)	19	12	63%	11	58%	5	26%	9	47%
Thursday (4/8/2021)	19	12	63%	12	63%	8	42%	5	26%
Saturday (4/3/2021)	19	9	47%	7	37%	10	53%	11	58%
Sunday (4/11/2021)	19	9	47%	7	37%	6	32%	8	42%

Ortega Ave. to Showers Dr.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	23	13	57%	13	57%	6	26%	6	26%
Wednesday (4/7/2021)	23	12	52%	11	48%	9	39%	4	17%
Thursday (4/8/2021)	23	13	57%	15	65%	7	30%	4	17%
Saturday (4/3/2021)	23	9	39%	10	43%	6	26%	4	17%
Sunday (4/11/2021)	23	7	30%	9	39%	8	35%	4	17%

Showers Dr. : ECR to Latham St. (South)	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	0	0	0%	0	0%	0	0%	0	0%
Wednesday (4/7/2021)	0	0	0%	0	0%	0	0%	0	0%
Thursday (4/8/2021)	0	0	0%	0	0%	0	0%	0	0%
Saturday (4/3/2021)	0	0	0%	0	0%	0	0%	0	0%
Sunday (4/11/2021)	0	0	0%	0	0%	0	0%	0	0%

Showers Dr. : Latham St. to ECR (North)	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	0	0	0%	0	0%	0	0%	0	0%
Wednesday (4/7/2021)	0	0	0%	0	0%	0	0%	0	0%
Thursday (4/8/2021)	0	0	0%	0	0%	0	0%	0	0%
Saturday (4/3/2021)	0	0	0%	0	0%	0	0%	0	0%
Sunday (4/11/2021)	0	0	0%	0	0%	0	0%	0	0%

Showers Dr. to San Antonio Rd.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	0	0	0%	0	0%	0	0%	0	0%
Wednesday (4/7/2021)	0	0	0%	0	0%	0	0%	0	0%
Thursday (4/8/2021)	0	0	0%	0	0%	0	0%	0	0%
Saturday (4/3/2021)	0	0	0%	0	0%	0	0%	0	0%
Sunday (4/11/2021)	0	0	0%	0	0%	0	0%	0	0%

Exhibit B

Raw Data Southbound El Camino Real (West Side – Los Altos) with Parking Occupancy %

San Antonio Rd. to Del Medio Ave.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	16	12	75%	12	75%	9	56%	8	50%
Wednesday (4/7/2021)	16	11	69%	13	81%	9	56%	7	44%
Thursday (4/8/2021)	16	12	75%	10	63%	8	50%	7	44%
Saturday (4/3/2021)	16	11	69%	11	69%	9	56%	7	44%
Sunday (4/11/2021)	16	10	63%	10	63%	10	63%	5	31%

Del Medio Ave. : ECR to Fayette Dr. (South)	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	16	14	88%	15	94%	8	50%	5	31%
Wednesday (4/7/2021)	16	15	94%	3	19%	6	38%	9	56%
Thursday (4/8/2021)	16	13	81%	15	94%	6	38%	9	56%
Saturday (4/3/2021)	16	15	94%	13	81%	9	56%	7	44%
Sunday (4/11/2021)	16	13	81%	11	69%	13	81%	9	56%

Del Medio Ave. : Fayette Dr. to ECR (North)	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	23	14	61%	13	57%	5	22%	7	30%
Wednesday (4/7/2021)	23	16	70%	17	74%	9	39%	7	30%
Thursday (4/8/2021)	23	13	57%	19	83%	5	22%	4	17%
Saturday (4/3/2021)	23	9	39%	8	35%	6	26%	5	22%
Sunday (4/11/2021)	23	5	22%	7	30%	5	22%	4	17%

Del Medio Ave. to Los Altos Ave.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	14	12	86%	11	79%	1	7%	0	0%
Wednesday (4/7/2021)	14	13	93%	10	71%	1	7%	0	0%
Thursday (4/8/2021)	14	12	86%	11	79%	1	7%	0	0%
Saturday (4/3/2021)	14	2	14%	1	7%	0	0%	0	0%
Sunday (4/11/2021)	14	0	0%	0	0%	0	0%	0	0%

Los Altos Ave. to Monroe Dr.	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	5	0	0%	0	0%	0	0%	0	0%
Wednesday (4/7/2021)	5	0	0%	0	0%	0	0%	0	0%
Thursday (4/8/2021)	5	0	0%	0	0%	0	0%	0	0%
Saturday (4/3/2021)	5	0	0%	0	0%	0	0%	0	0%
Sunday (4/11/2021)	5	0	0%	0	0%	0	0%	0	0%

Monroe Dr. to Adobe Creek	Parking Space Capacity	8:00 AM		12:00 PM		4:00 PM		8:00 PM	
		Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy	Cars Parked	% Occupancy
Tuesday (4/6/2021)	9	0	0%	0	0%	0	0%	0	0%
Wednesday (4/7/2021)	9	0	0%	0	0%	0	0%	0	0%
Thursday (4/8/2021)	9	0	0%	0	0%	0	0%	0	0%
Saturday (4/3/2021)	9	0	0%	0	0%	0	0%	0	0%
Sunday (4/11/2021)	9	0	0%	0	0%	0	0%	0	0%

RESOLUTION NO. 2022-___**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS EXPRESSING SUPPORT FOR INSTALLATION OF CLASS IIB BUFFERED BICYCLE LANES ON EL CAMINO REAL WITHIN THE CITY LIMITS AS PART OF CALTRANS STREET RESURFACING IMPROVEMENTS SCHEDULED FOR SUMMER 2023 AND MAKING CERTAIN FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

WHEREAS, the California Department of Transportation (Caltrans) plans to resurface El Camino Real between Palo Alto and Mountain View in the Summer of 2023; and

WHEREAS, if the City Council supports the action, Caltrans is prepared to install Class IIB buffered bicycle lanes along El Camino Real within the City of Los Altos; and

WHEREAS, the costs related to the physical installation of bicycle lanes on El Camino Real is being funded wholly by Caltrans through a combination of State and grant funding, including all signage and striping improvements; and

WHEREAS, at its August 10, 2021 meeting, the Complete Streets Commission unanimously agreed to forward a recommendation to the City Council in favor of the proposed installation of Class IIB buffered bicycle lanes along El Camino Real; and

WHEREAS, installation of Class IIB buffered bicycle lanes would require removal of 248 on-street parking spaces along El Camino Real; and

WHEREAS, on June 23, 2021, staff conducted a community outreach meeting attended by approximately a dozen residents and business owners to discuss the proposed removal of on-street parking spaces along El Camino Real; and

WHEREAS, the City hired a traffic consultant, Traffic Patterns, to analyze the impact of removing on-street parking spaces, and the analysis determined that there appears to be adequate alternative parking available; and

WHEREAS, providing Class IIB buffered bicycle lanes would improve bicyclist and traffic safety; and

WHEREAS, lane restriping along El Camino Real for bicycle traffic is exempt from review under CEQA pursuant to CEQA Guidelines Section 15301 (Existing Facilities) in that it entails minor alterations to existing public facilities involving negligible or no expansion of existing or former uses, it would not create additional automobile lanes, and none of the circumstances described in CEQA Guidelines Section 15300.2 would apply.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby finds that the foregoing recitals are true and correct and expresses its support

for the installation of Class IIB bicycle lanes on El Camino Real, as currently proposed by Caltrans.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the ____ day of ____, 2022 by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

Anita Enander, MAYOR

Attest:

Andrea Chelemengos, MMC, CITY CLERK



PUBLIC CORRESPONDENCE

The following is public correspondence received by the City Clerk’s Office after the posting of the original agenda. Individual contact information has been redacted for privacy. This may *not* be a comprehensive collection of the public correspondence, but staff makes its best effort to include all correspondence received to date.

To send correspondence to the City Council, on matters listed on the agenda please email PublicComment@losaltosca.gov

From: [Sarah Tollman](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022
Date: Thursday, March 17, 2022 12:56:17 PM

To whom it may concern:

I'm writing to express my support for the proposed bike lanes on El Camino. Safe bicycle routes are imperative to supporting emissions-free modes of transportation, which is crucial to combating climate change. Roads are designed for travel, not car storage, and should be designed to support multiple modes of travel, not just car travel. I often commute by bicycle to my office in Mountain View, and a bike lane on El Camino that connects up to bike lanes in Mountain View would make my route shorter and safer, increasing the frequency with which I commute by bicycle, and decreasing my carbon footprint. The same is true of many other commuters; a bike lane on El Camino would be a step in the right direction towards encouraging bicycling as a mode of transportation and combating climate change.

Best wishes,
Sarah Tollman

From: [Thomas Herget](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022
Date: Thursday, March 17, 2022 12:04:02 PM

Mail to: PublicComment@losaltosca.gov
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022

Dear Representatives;

we know that as we build safer bike facilities, more people ride on them, which creates pressure for better facilities, which bring more riders.... It's a virtuous circle. I am heavily supporting the El Camino bike project.
Thanks and regards
thomas

Thomas Herget, PhD


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From: [Piyush Shah](#)
To: [Public Comment](#)
Subject: Public comment Item 5
Date: Thursday, March 17, 2022 11:30:22 AM

I support better bike lanes on El Camino to make commuting easier and better

I would get rid of a car if I could do shopping safely on San Antonio, el Camino area

Also connecting bike lanes between peninsula cities could cut down on traffic

- Support the bike lanes
- We need more bike facilities
- Roads are for travel, not for car storage
- We'll connect up to bike lanes in Mountain View to make a connected bike route
- Driving solo in a car is driving with Putin—ride a bike
- To combat climate change we need to encourage cycling

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From: [Martin Gothberg](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022
Date: Thursday, March 17, 2022 11:21:43 AM

I grew up in Los Altos and live nearby. As a bicycling enthusiast who uses his bicycles for transportation and exercise, I support a Bicycle Superhighway!

Cycle commuters who live near El Camino, and those who need to get to destinations on El Camino, need a safe route. Some of us don't drive all that much anymore.

We know that as we build safer bikeways, more people ride on them, which creates pressure for better facilities, which bring more riders.... It's a virtuous circle.

Drivers are going to protest the removal of parking, but using publicly owned roads for public travel makes more sense than using publicly owned roads for private car storage. The roads belong to all of us. We should all be able to SAFELY use them.

You know the trend for creating a more sustainable city. Let's follow it!

Martin Gothberg
LAHS Class of 1975

From: [Tim Oey](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 El Camino Real Bike Lanes - March 22, 2022
Date: Wednesday, March 16, 2022 11:31:02 PM

Dear Los Altos City Council,

Please vote in favor of the Resolution supporting Class IIB - Buffered Bicycle Lane Installation on El Camino Real – City Limits between Adobe Creek and ~500-FT South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023.

I strongly support removing parking along El Camino Real and putting in these buffered bike lanes.

I bike on El Camino and all over Los Altos to teach people how to bicycle, to go to restaurants, to visit friends, and to visit the library. While I'm a strong and confident bicyclist and have biked the entire length of El Camino from San Francisco to San Jose, most bicyclists do not have my skills.

We must make it easier for regular people and kids to bicycle wherever they need to go safely. There are many, many businesses and other destinations along El Camino that people need to get to and be able to bike there safely.

Bicycling does more to reduce climate change, improve health, save lives, and save money than any other form of transportation.

It makes far more sense to use our roadways for moving people rather than for storing motor vehicles. There is also plenty of parking in parking lots along El Camino.

Motor vehicles kill about 40,000 people a year in the US. Bicycles don't. And that 40,000 is inconsequential compared to the billions of lives threatened by climate change.

Please vote to approve bike lanes on this stretch of El Camino Real. Thanks!

Sincerely,
Tim Oey



PUBLIC CORRESPONDENCE

The following is public correspondence received by the City Clerk’s Office after the posting of the original agenda. Individual contact information has been redacted for privacy. This may *not* be a comprehensive collection of the public correspondence, but staff makes its best effort to include all correspondence received to date.

To send correspondence to the City Council, on matters listed on the agenda please email PublicComment@losaltosca.gov

From: [Chris Tucher](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022
Date: Thursday, March 17, 2022 1:56:24 PM

Hello Los Altos city council!

First off, thanks for your work on behalf of the community. I live on Manuela Road, off Fremont Road. Downtown Los Altos is my main destination for nearby shopping and restaurants.

I understand that the city next week is considering bike lanes on El Camino. My family and I support those bike lanes!

El Camino needs to become a safer place to ride a bicycle.

Car drivers may protest the removal of parking, but using public roads for public travel makes more sense than using them for private car storage. The roads belong to all of us.

Please support your fellow cyclists, and support Los Altos' section of the Bicycle Superhighway.

Chris & Sandra Tucher

From: [Arley Lewis](#)
To: [Public Comment](#)
Subject: Yes to bike lanes on El Camino
Date: Thursday, March 17, 2022 5:58:47 PM

Dear Sir or Madam,

Please build bike lanes on El Camino Real. If you build them, more and more of us will switch to biking. That means less money for dictators like Putin and MBS, less CO2 pumped into the air, and even less noise in Los Altos and Mountain View.

Thanks!
Arley Lewis
A bike commuter from San Carlos
[REDACTED]

From: [Ted Huang](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022
Date: Thursday, March 17, 2022 9:09:26 PM

As a former Silicon Valley Bike Coalition Director, a longtime cyclist, co-founder of two professional cycling teams, and longtime Los Altos Hills resident, I strongly support improving bicycle infrastructure through Los Altos on El Camino. I grew up with the “Old Mil” movie theaters indoor shopping area, and a much quieter Los Altos El Camino throughfare. I would sometimes ride my bike as a high school student up to El Camino but never crossed it (to get my haircut at the Barber Shop at the corner of San Antonio and El Camino (it’s still there).

I’d love for not only myself, but kids as well as bicycle commuters to feel and be more safe traveling on divided bicycle lanes along El Camino. With so much added housing in and around, it is mandatory, IMHO.

Thank you for making this an agenda item and taming steps to add hopefully more than just green striping!

I am also speaking on behalf of my wife, Dr. Christine Thorburn, a 2x Olympian in road cycling (time trial/road race events 2004/2008), who is an avid bike commuter!

Ted

From: [caroline horn](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM#5 - Tuesday, March 22, 2022
Date: Thursday, March 17, 2022 10:34:21 PM

I am writing in support of the proposed class IIB bike lanes on El Camino Real in Los Altos.

For bicycle commuters, El Camino is often the most direct route up and down the Peninsula. These improvements would provide an important link between Palo Alto and Mountain View, for example.

I bike to work daily and see many others doing the same. Improved safety on El Camino will encourage even more people to bike, reducing congestion and air pollution.

I chose to live in Los Altos because of access to public transit, the ease of biking to work, and the excellent schools. None of my adult children own cars; they all use bicycles as their main mode of transportation.

Thank you for doing the right thing: voting for the bike lanes!

Caroline Horn
Resident of Los Altos
Bike commuter
Mother of three bicyclists

From: [Jeremy Minshull](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM#5 - Tuesday, March 22, 2022
Date: Friday, March 18, 2022 2:57:54 AM

I am writing in support of the proposed class IIB bike lanes on El Camino Real in Los Altos.

For bicycle commuters, El Camino is often the most direct route up and down the Peninsula. However the speed and volume of traffic on El Camino makes its use for cyclists extremely hazardous. A classII bike lane would provide an important bike link between Palo Alto and Mountain View.

I bike to work (across the Dumbarton bridge to Newark several days a week, and see many other bike commuters on my journey. Improved safety on El Camino will encourage more people to bike, reducing congestion and air pollution.

I chose to live in Los Altos because of access to public transit, the ease of biking to work, and the excellent schools. None of my adult children own cars; they all use bicycles and public transportation.

Please support safe bike lanes!

Jeremy Minshull
Resident of Los Altos
Bike commuter
Father of two cyclists

From: [Rosenberg, Galen](#)
To: [Public Comment](#)
Subject: Item 5 3/22/22 Council Meeting
Date: Friday, March 18, 2022 9:29:29 AM

To the Los Altos City Council:

I am writing in support of the resolution to join with other cities in our community to make biking safer for our community and especially for our students going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff and the Complete Streets Commission for their work on and support of this improvement to our community.

Galen Rosenberg
Assistant Principal
Los Altos High School

From: [Donna Davies](#)
To: [Public Comment](#)
Subject: Bike Lanes on El Camino
Date: Friday, March 18, 2022 4:39:48 PM

Hello Los Altos Council Members,

As a cyclist and a resident of Mountain View, I am writing to urge you to vote for removal of parking along El Camino Real and create painted, buffered bike lanes on both sides of the busy street. It is essential for safety and encouraging less vehicle miles traveled - for climate action. This is an important opportunity where Caltrans will pay now and may not be able to in future years.

Sincerely,
Donna Davies

From: [Scott Stanford](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM #5 El Camino Bike Lanes - March 22, 2022
Date: Friday, March 18, 2022 5:19:00 PM

Hello - Thank you for the opportunity to comment.

I would like to voice my support for buffered bike lanes on both sides of El Camino from Adobe Creek to just south of Rengstorff. As a biker myself, I know how important this is for safety, and to give people the confidence they need to get out of cars and onto bikes. Many bicycle / car accidents could be prevented with such measures.

Thank you for your consideration,

Scott Stanford

From: [Kathy Taylor](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022
Date: Saturday, March 19, 2022 10:40:14 AM

I understand that Los Altos is considering bike lanes on El Camino Real (ECR). As things stand now, I would NEVER ride my bike on ECR. It is too dangerous. I am hopeful that the City of Los Altos will come up with a plan to make ECR safer for all users. I support bike lanes on ECR. I think you should eliminate parking on ECR to make way for those bike lanes. It is a public road so it makes sense to keep it 100% for transportation, rather than private parking of cars. We need to encourage more people to ride bikes to combat climate change. I am a seasoned cyclist and I would not ride on ECR. We need to make these changes so that people new to cycling won't feel threatened when they ride on ECR.

Thanks for listening!
Kathy Taylor

From: [Elaine](#)
To: [Public Comment](#)
Subject: support for bike lanes
Date: Saturday, March 19, 2022 10:40:22 AM

Please make **active transportation** safer and more convenient on El Camino. Bicycle commuting is healthier for the rider and good for the environment. If more people bicycled, there would be more room for more customers in the businesses.

If Los Altos truly wants to be a sustainable city, they should greatly improve the bicycle infrastructure.

-Elaine Haight
Lisa Court, Los Altos

From: [Natalie Telis](#)
To: [Public Comment](#)
Subject: I support bike lanes and you should too!!!
Date: Saturday, March 19, 2022 10:40:25 AM

Literally just this morning a child was killed on El Camino. How much more evidence do we need that commuting sustainably needs to be made safer?

The inability to ride on El Camino because of how unsafe it is (cars park and can slam a door into you as a commuter; you have to share the lane, which infuriates cars no matter what speed you go) results in many extra miles ridden on side streets for people just trying to make sustainability changes to their commutes. Especially during the pandemic many people discovered they could commute less and more sustainably in general; we need to support these efforts with local infrastructure, like a bike lane, to enhance the safety of commuting by bike. El Camino is a major thoroughfare for car traffic; let's replace the parking on it to enhance the mobility of non car transit and enable people to have easy, direct and safe routes to access important local places.

From: [Mary Dateo](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM #5 El Camino Bike Lanes - March 22, 2022
Date: Saturday, March 19, 2022 11:18:42 AM

Hello Los Altos City Council,

Please vote to approve the installation of buffered bike lanes along El Camino Real.

This stretch of road is SO critical for school kids to reach school safely. Please help to make it safer for them, and for everyone.

Encouraging active transportation is so important to making our cities safer and healthier, and to reducing greenhouse gases. To make that happen, we need connected networks. It would be wonderful to have these bike lanes in place, connected to the stretch that's going in in Mountain View.

Please approve the buffered bike lanes.

Regards,

Mary Dateo
Mountain View resident

From: [Ann McCarty](#)
To: [Public Comment](#)
Subject: Public Comment Agenda Item #5
Date: Saturday, March 19, 2022 12:02:55 PM

Dear Council Members ~

I am writing to share my strong support for buffered bike lanes along El Camino Real in Los Altos/ Mountain View. Though I am not a Los Altos resident, I live in adjacent Mountain View through which El Camino also runs. You are making a crucial decision that impacts not only your city residents, but those of neighboring cities far and wide, as El Camino is such a widely used boulevard. And wouldn't it be great if in the 21st century, you take this opportunity to make it a friendly boulevard for cyclists as well.

Taking this bold move would send a message to other cities who share the road that Los Altos is a community that cares about the safety of it's residents, as well as the environment. It could go a long way to ensuring that moving away from cars is a reachable goal for our area. Please do the right thing and vote to add the buffers while you have this rare win/win opportunity.

With regards,

Ann McCarty

From: [Roberta Phillips](#)
To: [City Council](#); [Public Comment](#)
Subject: Item #5 El Camino Bike Lane/ City Council Meeting March 22/ Public Comment
Date: Saturday, March 19, 2022 2:06:42 PM

Dear City Council Members

I am opposed to putting bike lanes on El Camino and removing 248 parking spots.

1. It will hurt businesses by eliminating customer parking. Businesses have suffered during Covid and this will have an additional negative impact. We need to look out for businesses, even if they are not located in Downtown Los Altos.
2. It will reduce employee parking, again hurting small businesses.
3. The loss of parking spots on El Camino will drive cars onto side streets and residential streets looking for alternative parking spots.
4. It will impede loading and unloading, pushing delivery trucks further out into the road.
5. It will constrain turns into parking lots.
- 6..It will hamper trash pick up
7. It is unsafe for bicyclists, regardless of the barriers that are installed.
- 8..Children or young adults should never be allowed to ride their bikes on El Camino. There are alternative , safer routes and forms of transportation. I don't believe adults have a strong desire to ride bikes on El Camino.

The Complete Streets Commission has a very poor track record of improving safety and solving problems in a way that causes less harm than before they got involved.. Examples are the Cuesta Drive Speed tables. As you know, the Fire Department has said the tables are unsafe and should be removed as they impede travel time for emergency vehicles.

At the High School at San Antonio Rd and Almond the City spent buckets of money on bike lanes and traffic signals to encourage students to ride their bikes to school. This has failed. as signaled by the last Complete Streets Commission where they discussed that over 800 students arrive by car within a 20 minute time frame. The gobs of money the City spent on this project has not encouraged students to ride their bikes to school. Parents care about the safety of their children, which is why they drop their kids off at school.

The VTA is pushing this idea, as their ridership falls. Busses will still need to drive into bus stops , across bike lanes endangering cyclists..

If all the other cities along El Camino do not remove all parking then there is no point in Los Altos removing parking for our tiny section of El Camino. Palo Alto is not even discussing the idea. Menlo Park has removed only 8 parking spots to the detriment of business owners.

Please stop playing around with the safety of the Los Altos Community and spending money on pie-in-the sky ideas that do more harm than good.

Sincerely
Roberta Phillips
650-941-6940

From: [Janet Vassar](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022
Date: Saturday, March 19, 2022 3:15:19 PM

Dear City of Los Altos, Transportation Services Department,

I am writing in SUPPORT of establishing dedicated bike lanes on El Camino in Los Altos. I have been a resident of Los Altos since 1987 who bikes regularly for recreation and commuted to work via bike for 30 years. I would much prefer that the lane be designated ONLY by clear paint markings. From experience, I find that the raised curb or flexible bollards only create another hazard to negotiate. For example, I have had a pedestrian step into the bike lane without looking first and would not have been able to avoid them if the bike lane were “protected” by a curb or bollard. Arguments that other routes are safer are not necessarily true. On the Bryant Street bike path through Palo Alto, my daughter and I were hit by a car that didn’t stop at a stop sign, fortunately sustaining “only” minor injuries. In addition, I regularly see cyclists traveling down El Camino currently, regardless of hazards. Why not make their travel safer by implementing bike lanes? I think it is important to try to match the bike lane plans of adjacent cities such as Mountain View and Palo Alto as much as possible to minimize confusion for both drivers and cyclists.

My hope is that if cyclists regularly used El Camino as a thoroughfare, drivers would become a bit more cautious and learn to expect cyclists, as is true in other countries.

Thank you for your attention to this issue,

Janet Vassar

From: [Pat Marriot](#)
To: [Public Comment](#)
Subject: Public Comment Item 5 March 22, 2022
Date: Saturday, March 19, 2022 3:33:09 PM

Council Members:

I'm opposed to bike lanes on El Camino.

Businesses have been hurt for the last two years of COVID. Let's not hurt them more by removing 248 parking spots used by customers and in some cases by employees. They will be forced into neighborhoods to find places to park. Look no further than Palo Alto, where neighbors near University Ave and California Ave had to force the city to provide neighborhood parking passes to protect them from workers taking over their streets.

How safe will unprotected bike lanes be? Cyclists will have to deal with buses, cars turning right, drivers pulling out of driveways, delivery trucks, trash bins left out. Unless bike lanes are separated from traffic by a physical barrier and buses have dedicated lanes, cyclists will be unsafe on a major thoroughfare like El Camino.

Pat Marriott

From: [Hugh Zabriskie](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022
Date: Saturday, March 19, 2022 5:14:38 PM

Hi,

I am extremely excited to see bike lanes are being considered for El Camino! That would be a huge step forward in mobility in South Bay, and encouraging less solo car commuters, and reducing carbon emissions. It's a bummer that the often wide shoulders of El Camino are just parking today, they could be filled with happy cyclists enjoying the nearly year-round good weather.

Please support this exciting action to improve bike lanes and quality of life!

Best,
Hugh Zabriskie

From: [Bill Hough](#)
To: [City Council](#); [Public Comment](#)
Subject: PUBLIC COMMENT Item #4, March 22, 2022
Date: Saturday, March 19, 2022 4:08:57 PM

Vote NO on the Resolution supporting Class IIB - Buffered Bicycle Lane Installation on El Camino Real. There is no reason to force traffic onto side streets to look for parking. Who is pushing this? Busy El Camino is a scary place to ride a bike and after two years of COVID hell, there is no reason to make local business suffer by making parking more difficult. Back to the drawing board with this one.

From: [Robert Neff](#)
To: [Public Comment](#)
Subject: Support for Buffered Bike Lanes on El Camino
Date: Saturday, March 19, 2022 5:58:39 PM

Dear Los Altos City Council,

I write in support of agenda Item 5, replacing street parking with wide, buffered bike lanes on El Camino Real.

I often ride on El Camino to get to destinations on El Camino, or to connect from streets in Palo Alto or Mountain View to the streets of Los Altos. Many connections across El Camino require a jog of a block or two on El Camino, and there are many business and restaurant locations to access from the street.

I think streets are for helping people move, either by walking, or riding an auto, bike, or bus, and this change will add more capacity for movement along the street. I think the parking report shows that we do not need to continue to use El Camino like a long term parking lot.

I am glad that simple buffered bike lanes are being considered. These are both more comfortable than regular bike lanes, because they are wider, and keep motor traffic further away, and do not add the complication of physical barriers to movement on the street.

Overall, this change will make bicycling to destinations more comfortable, and also make crossing the street for pedestrians safer, as there will not be parked cars obscuring pedestrians waiting to cross.

Thank you for your work for the city of Los Altos

Robert Neff

Resident of Palo Alto

Daily cycle commuter across Los Altos since 2006.

From: [Mitra Lohrasbpour](#)
To: [Public Comment](#)
Cc: [Trevor Berg](#)
Subject: PUBLIC COMMENT AGENDA ITEM #5 El Camino Bike Lanes - March 22, 2022
Date: Saturday, March 19, 2022 8:29:58 PM

Dear Los Altos City Council members,

I am writing to express my whole-hearted support of the changes to El Camino Real to make it safer for cyclists. The recent death of Graham Middle School student Andre Retana is a tragic reminder of how vulnerable cyclists are and how critical it is to protect them.

Sincerely,
Mitra Lohrasbpour
1410 Miravalle Ave, Los Altos

From: [Debbie Mytels](#)
To: [Public Comment](#)
Subject: Public Comment, Agenda Item #5 - El Camino Bike Lanes 3/22/2022
Date: Saturday, March 19, 2022 11:44:39 PM

Dear Members of the Los Altos City Council,

I'm a senior who still likes to ride a bike around town, and I'm delighted to hear that the Los Altos City Council is going to be voting on approval of buffered bike lanes on El Camino. This would make it MUCH easier to use that section of ECR for getting around. I live in Palo Alto just south of Oregon Expressway, and like to ride up to downtown Los Altos and the Redwood Grove along University Avenue. I usually zig-zag along several side streets, but it would be lovely if I could go up Charleston and then ride along a section of El Camino that was separated from the cars and go to some of the shops near Chef Chu's on El Camino. Back in the '90's, when I was a 40-something, we made a three-week bicycle trip in Germany. In most of the big cities we traveled through, there were separated lanes for bicycles, making it not only safe, but also convenient, to ride a bike through the commercial areas. It would be terrific if Los Altos would help transform El Camino into a slower and safer road for bicycles. Please vote to approve this plan for the buffered lanes on El Camino!

Sincerely,

Debbie Mytels

Debbie Mytels
2824 Louis Road, Palo Alto, CA 94303



[Methane leaks occur at all places along its pressurized system - at the wellhead, in transmission and distribution lines and compressors, in supply lines, and in the appliance itself. That is because methane gas is pressurized up to 1400 pounds per square inch, in order to get it to the point of use.](#)

[Methane gas leaks are quite normal and can not be fixed - that is a problem! Getting rid of methane is the solution.](#)

From: [Kim Jelfs](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 3/22/2022 COUNCIL MTG
Date: Sunday, March 20, 2022 8:52:27 AM

Dear Honorable Mayor and City Council,

I am writing in support of item #5 on the agenda for the March 22 Council Meeting, **El Camino Real Bike Lanes**.

One of the key categories in the recently passed Climate Action and Adaptation Plan (CAAP) is transportation, a major cause of GHG emissions in our community. Encouraging cyclists can help reduce automobile travel and the pollution from transportation. Safety is a concern along a busy route like El Camino, where just last week, a 13 year old cyclist was tragically killed. Buffered bike lanes would be a welcome addition along El Camino. The project has the support of city staff and the cost is already covered by Caltrans as part of their resurfacing improvements. This is a great opportunity for Los Altos to add infrastructure to support and encourage safe biking conditions, and work towards the CAAP goals.

Please approve the proposal for buffered bike lanes.

Thank you
Kim Jelfs - local resident

From: [Brian Forney](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022
Date: Sunday, March 20, 2022 11:30:08 AM

I am writing in support of bike lanes on El Camino Real. I see the following reasons as reasons for bike lanes on El Camino:

- We need to improve the safety for all users of roads. Bike lanes make road use safer for bicyclists. The recent death of a 13 year old at El Camino and Grant in Mountain View demonstrates the need for improvements in safety for cyclists on the El Camino corridor.
- We need to provide more and better alternatives to single-occupancy vehicles given the clarity the scientific community has provided on climate change. The need to act is urgent given the science and the impact to humans and many other species.

Sincerely,
Brian Forney
1101 W. El Camino Real Unit 410
Mountain View CA 94040

From: [Jen Wolosin](#)
To: [Public Comment](#)
Subject: Public Comment Agenda Item 5 (Please Support Buffered Bike Lanes on ECR) - 3/22/22
Date: Sunday, March 20, 2022 12:59:47 PM

Dear Mayor Enander, Vice Mayor Meadows and Councilmembers Fligor, Eng and Weinberg,

I am writing to you about your upcoming agenda item regarding buffered bike lanes on El Camino Real. Please note that while I serve on the Menlo Park City Council, I am writing to you as an individual.

Please support your staff and commission recommendations to install buffered bike lanes on El Camino Real. As the staff report outlines, this project is a "once in a 25- to 30-year opportunity to make mobility-transformative changes for the community along this corridor."

On March 8th, the Menlo Park City Council voted to remove parking spots on El Camino Real to make room for a safety median for vehicles and pedestrians, and to enable future buffered bike lanes on El Camino Real. You can read about this recent Council decision [here](#). This was not an easy decision to make, given that the small businesses on El Camino currently use this parking for their customers. That being said, parking alternatives exist and we directed staff to further mitigate the loss with changes to parking on the nearby side street.

Some may argue that bike lanes should not be installed on El Camino Real unless they are separated and buffered. Immediate action to add bike lanes on El Camino is critical because people are riding bikes on El Camino Real now. As a former Safe Routes to School advocate, safety is of utmost importance to me, and I would love to see protected bike lanes on El Camino. However, change sometimes comes in incremental steps, and it makes sense to take advantage of this Caltrans repaving project to move the concept of bike lanes on El Camino forward. In the staff report, your staff makes a great recommendation on how the current design leaves room/an opportunity for future safety enhancements and improvements.

As you may know, there is a regional effort to install a continuous bike lane on El Camino Real. See the Joint Ventures Silicon Valley Peninsula Bikeway Feasibility Study [here](#). No one city can turn this vision into a reality on their own. Please do what you can, for the residents of Los Altos, and for all those who visit and travel through your City, to advance this important effort. If we each do what is in our power to do, we can collectively get this done.

Thank you for your consideration.

Sincerely,

Jen

--

Jen Wolosin

Vice Mayor
Menlo Park, District 3



From: [Matthew Tiscareno](#)
To: [Public Comment](#)
Subject: Bike Lanes on ECR
Date: Sunday, March 20, 2022 6:50:51 PM

Hi Los Altos City Council,

I'm writing to urge you to vote "yes" at your meeting this Tuesday (3/22) to ask Caltrain to paint bike lanes along El Camino between Adobe Creek and 500' South of Rengstorff Ave by removing the underutilized on-street parking.

These bike lanes are incredibly important. Please consider the following points:

- Bicycling does more to reduce climate change, improve health, save lives, and save money than any other form of transportation.
- It makes far more sense to use our roadways for moving people rather than for storing motor vehicles. There is also plenty of parking in parking lots along El Camino.
- El Camino Real is an important cross-town route for people biking. The project would provide connection to key destinations that aren't well-served by the rest of the network,
- Bikes lanes would support business, school, commutes, and recreational biking activities.
- Many of the residents of El Camino Real rely on their bicycles as their primary mode of transportation.
- Safety! El Camino is a very dangerous street for bicyclists. Bicyclist safety is more important than car parking convenience. Neighboring cities are also in various stages of planning bike lanes on El Camino. As their bicycle facilities get built, we can expect more people biking on all of El Camino, so it would be best to make it safe for them.

Thank you, -Matt

Matthew Tiscareno, Sunnyvale CA (he/him/his)

Matthew Tiscareno, Sunnyvale CA (he/him/his)

From: [John Cordes](#)
To: [Public Comment](#)
Cc: [Diana Crumedy](#)
Subject: Please approve buffered bike lanes on El Camino Real
Date: Sunday, March 20, 2022 9:34:54 PM

Dear Los Altos Council members,

Please vote in favor of the staff recommendation for the Resolution supporting Class IIB - Buffered Bicycle Lane Installation on El Camino Real – City Limits between Adobe Creek and ~500-FT South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023." for the following reasons

- El Camino Real destination and connector when people are riding a bicycle. The project would provide multiple connections to key destinations that aren't well-served by the rest of the Los Altos bicycle network. It is also an important connector to other cross-county bikeways identified in the VTA's Bicycle Master plan for Santa Clara County
- El Camino Real is a very dangerous street for bicycling, walking and driving. Upgrading this public right-of-way from car storage to a buffered bike lane will make this portion of El Camino safer for all users. Safety for everyone using EL Camino Real is more important than unnecessary car parking.
- Neighboring cities are also in various stages of planning bike lanes on El Camino. As their bicycle facilities get built, we can expect more people biking on all of El Camino, so we might as well make it safe for them.
- Bicycling does more to reduce climate change, improve health, save lives, and save money than any other form of transportation.
- It makes far more sense to use our roadways for moving people rather than for storing motor vehicles. There is also plenty of parking in parking lots along El Camino Real.
- Bikes lanes would support local businesses, schools, commuters, and recreational biking activities.
- Many of the residents of El Camino Real rely on their bicycles as their primary mode of transportation.
- Reducing greenhouse gas emissions, congestion, and vehicle miles traveled.

Sincerely,
John Cordes,

From: [Sharlene Liu](#)
To: [Public Comment](#)
Subject: in support of bike lanes on El Camino Real
Date: Monday, March 21, 2022 12:58:42 AM

Dear Los Altos City Council,

I am writing in support of bike lanes on El Camino Real, specifically the Resolution supporting Class IIB - Buffered Bicycle Lane Installation on El Camino Real between Adobe Creek and ~500-FT South of Rengstorff Avenue, as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023.

I regularly commute through Los Altos by bike. Currently, I have to avoid El Camino Real because of its lack of bike lanes, going 3 miles out of my way to go on safer streets. Having bike lanes will allow me and scores of bicyclists to travel safely on El Camino Real. Making our community safe for bicyclists is SO important for SO many reasons: improves air quality and livability, reduces auto noise, and allows people to get out and exercise and meet each other on the streets instead of being imprisoned in steel cars.

I urge you to vote YES on bike lanes on El Camino Real.

Thank you.
Sharlene Liu

From: [Michael Schuh](#)
To: [Public Comment](#)
Subject: Support for buffered bike lanes on El Camino Real
Date: Monday, March 21, 2022 6:44:11 AM

Los Altos City Council,

I live at 1630 Elmhurst Drive in Los Altos and regularly commute to work on my bicycle. I fully support the Staff Recommendation to approve buffered bike lanes on El Camino Real and removal of 248 on street parking spaces needed to make this possible.

Staff Recommendation: Approval of Class IIB (Buffered Bike Lanes) on El Camino Real within City Limits, between Adobe Creek and ~500-FT South of Rengstorff Avenue, as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023 including the approval of the parking removal.

I hope that you will vote to approve this change to improve safety of students and adults that ride this section of El Camino Real.

Sincerely,
Michael Schuh
1630 Elmhurst Drive
Los Altos, CA 94024

From: [Kevin Ma](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - March 22 (ECR Bike Lanes)
Date: Monday, March 21, 2022 8:02:23 AM

Dear Los Altos City Council,

As a resident a block away from the section of El Camino Real in your jurisdiction, I support improvements to ensure that El Camino Real is safe for all, be they car passengers, bikers, pedestrians, or users of other modes of transportation.

As the parking study shows, the removal of the parking lane should not affect most drivers' activities along the road. And for those who are affected, it should not take excessive time to find parking a block or two over. This relatively minor inconvenience of an extra minute or two of searching should be outweighed by the potential benefits the changes have for bicyclists, of which many are currently afraid of riding on El Camino Real directly in-line with the fastest 1-2 ton cars around or on a sidewalk not meant for biking. With the bike lane, we could potentially see some trips shifted from cars to bikes, reducing the number of cars that contribute to traffic congestion and air pollution. Safety perception, after all, is one of the major reasons people don't bike more often.

The recent death of a student on the Mountain View section of El Camino Real brings greater awareness that our local safety situation is deficient, and that we need to make sure such tragedies never happen again. In particular, I would like the city and Caltrans to provide greater protections for bikers at intersections, such as increasing the turn radius or a prominent bike queue area. And I would like to see the project become true protected bikeways with bollards as soon as possible, given that buffered bikeways still depend on people catching themselves veering into the lane without physical feedback (though buffered is still better than the current no-buffer).

Sincerely,
Kevin Ma

From: [Carlos Diuk](#)
To: [Public Comment](#)
Subject: Support for Resolution supporting Class IIB - Buffered Bicycle Lane Installation on El Camino Real
Date: Monday, March 21, 2022 8:47:36 AM

Dear City Council,

I am writing to encourage you to support the resolution adding bike lanes to El Camino Real between Rengstorff and Adobe. We need to encourage more bike use, and as it stands, El Camino Real right now is very dangerous for cyclists. Adding bike lanes that connect with planned work in Mountain View will help provide a safe way of moving around our cities reducing car use.

Please support the measure.

Thanks,
Carlos Diuk

From: [Jennifer Granath](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 and 6 - MEETING DATE 3/22/2022
Date: Monday, March 21, 2022 9:01:01 AM

Dear council

I'm writing to issue public comment on the upcoming agenda items 5 and 6 for tuesday's meeting.

Item 5:

There are businesses along El Camino that need to have customers park on the street. I do not agree that the parking should be eliminated on El Camino. I voted against it when VTA was planning to take over a dedicated lane on El Camino and I vote against it now. Having a mother and father with mobility issues has deepened my understanding that not everyone can walk or bike and that being able to park close to your destination is imperative. I voted against this when VTA wanted to have a dedicated lane for busses and I vote against it now. Please vote NO in eliminating the parking along El Camino.

Item 6:

Please vote against turning our parking plazas into housing. I have lived in Los Altos for 33 years and I have seen many changes over the years. Namely, stores coming and going, but one thing that remains consistent is the ease with which we can park near our intended store, and walk along state or main street in the process. I do not want Los Altos to become Mountain View, or Burlingame or even Redwood City for that matter where parking is a nightmare. If I had wanted that, i would have chosen to move to those cities. Rather I chose Los Altos for its convenience to "pop" downtown to frequent one of the shops or get a cup of coffee. Please vote NO and do not replace the parking plazas!

Thank you

J [REDACTED] ath

From: [Jerome Leugers](#)
To: [Public Comment](#)
Subject: Bike lanes el Camino
Date: Monday, March 21, 2022 9:27:15 AM

I support the elimination of parking on el Camino to create space for bike lanes.
Jerome Leugers

From: [Barbara Weinstein](#)
To: [Public Comment](#)
Subject: Please support buffered bike lanes on El Camino
Date: Monday, March 21, 2022 9:40:36 AM

Dear city council,

Please support the proposal to add a separated bike lane on El Camino in Los Altos. As a long-time Los Altos resident, the wonderful bike infrastructure in town has made a great difference to my health and well-being and that of my family and friends. I urge you to extend to infrastructure to El Camino. It will encourage more people to ride when doing errands and other local activities, helping reduce traffic and pollution. And having the lanes separated will allay the concerns of bicyclists and drivers who are concerned about safety when bikes and cars are in close proximity.

Thank you,
Barbara Weinstein
1525 Siesta Dr.
Los Altos

From: [Monica Waldman](#)
To: [City Council](#); [Public Comment](#)
Subject: March 22 City Council Agenda Item 5 Feedback
Date: Monday, March 21, 2022 9:45:08 AM

Dear Council Members,

Last week's tragic death of a 13 year old bicyclist on El Camino Real next door in Mountain View made me notice Agenda item 5, "El Camino Bike Lanes." I am glad to see Caltran's offer to put in bike lanes free of charge to the City of Los Altos but I am highly concerned that they are Class IIB and offer bicyclists no protection from cars and trucks driven by the occasional distracted driver . I myself would not ride my bike on El Camino Real until at least a Class IV lane was provided and worry that Caltran's freebie could lead to a death in our community.

Thank You,
Monica

From: [Lada Adamic](#)
To: [Public Comment](#)
Subject: Item 5: El Camino Real Bike Lanes
Date: Monday, March 21, 2022 9:49:23 AM

Dear Councilmembers,

I write to enthusiastically support the addition of bike lanes and the accompanying necessary removal of street parking on El Camino Real.

In the past 11 years of living in Mountain View and biking around the area, I've tried really hard to not bike on ECR, to find every possible other route. And yet... for a lot of businesses and destinations, there is no other way. Either they are directly on El Camino, or I need to cross El Camino. And there are very few streets that cross directly -- usually I need to spend at least a little while on ECR itself, for example when my family bikes to the Sweet Shop. Bike lanes would make these necessary forays onto ECR safer.

Overall, the addition of bike lanes will allow me to make more trips by bike. For example, I go to two grocery stores that are 0.9 miles from my house. I bike to Nob Hill Foods on bike lanes and residential streets. I drive to Nijiya because there are no bike lanes on ECR or Grant. Bike or car, the trip takes the same amount of time, but the one by bike is joyful and good for the planet. When bike lanes are put in on that stretch of ECR, I plan to bike to both markets.

I know that adding the bike lanes on the Los Altos stretch of ECR would require removing street parking. I resolve, if this happens, to make more trips to these businesses, e.g. Veggie Garden, by bike, so I reduce my contribution to parking demand and automobile traffic on these short trips.

I urge the council to adopt the staff recommendation and to seize the opportunity of the Caltrans repaving project and the measure B funds. I know not everyone will want to use the bike lanes, but I will be so excited to use them and I know they will make a positive difference in a lot of people's lives.

Thank you for considering the hopes and safety of a Mountain View resident, and the sustainability and climate impact of Bay Area transportation, in your vote on this matter.

From: [carol little](#)
To: [City Council](#)
Cc: [Public Comment](#)
Subject: March 22, item #5
Date: Monday, March 21, 2022 10:24:04 AM

Dear City Council,

At some point it is impossible to completely protect pedestrians and cyclists from distracted and less than capable drivers. El Camino Real is not a road that makes a cyclist want to ride on it. Cyclist do in order to most efficiently get from one place to another. If possible, I am sure most, like me, avoid riding on it. The road itself is chopped up and disorganized with traffic of all sorts coming at a cyclist from all directions. Of course that does not mean the effort should not be made to make the experience better.

As I see it, there are 3 options available. One is to leave the cars parked, as they are now, along the curb. Another options is to remove all car parking, but that will not actually have much positive impact and is likely to create nothing but issues as all of the housing being built, and new retail/office space being built, is under parked. Under parked buildings means more cars will be looking for parking. They will double park or circle and circle, just as they do in San Francisco. That creates more pollution and more traffic and more frustration and angst. That leads to worse driving.

That brings me to yet another option. It is to maintain the parking but use the parked cars as barriers to protect cyclist and pedestrians. Obviously this option has its own issues, but it also has many pluses and is working well in many locations. The down side is that it puts drivers closer to traffic as they exit their cars, but honestly, that is the situation with curbside parking as well. A driver must look before opening their door and exiting. Nothing new regarding this challenge though. Drivers must already do this, if they want to keep their car door and live. However, they then they must also get from their car to the sidewalk by crossing the bike lane. I recognize that is not ideal. It would likely require signs painted on the ground to caution folks to look both ways before they cross the path.

Another plus to the protected option is that the entire road can be cleaned by the street cleaners on street cleaning day. They will not have a little space blocked off that collects all of the road debris, as the bike lanes with curbs and bollards now do. That debris makes it unsafe for a cyclist. Very few cities provide the maintenance needed to either blow or sweep the bike lane clean. That raises the budget quite a bit.

Given the options, I suggest we keep the parking but shift it closer to the road, allowing the cars to protect the cyclist from the moving traffic. If El Camino naturally becomes reduced in size to accommodate such a change, so be it. Perhaps Los Altos can be known as the calm traffic city by making changes that promote that goal.

Please also always consider sidewalk width. This is important for many reasons, such

as more room for tree canopies, but also because a sidewalk that is too narrow does not allow pedestrians to safely pass each other and often leads to pedestrians stepping into the street, or bike lane, in an effort to pass another pedestrian. More generous sidewalk width helps eliminate this issue.

Further, trying to outsmart the terrible drivers with all sorts of safety measures is impossible. Again, it is important to call out the fact that one major aspect of the safety issue is distracted driving. As a result, reducing that problem is one (this is only one, but it's a big one) key to reducing the safety challenges. I suggest the entire council, and all residents make a pledge to drive and only drive. No distractions that can be controlled for, such as talking on the phone, or watching GPS. In other words, we would all stay off of our phones and plan our trips in advance, unless we have audio GPS. Would this make life a bit more challenging? Perhaps, but it hasn't been that long since that was a way of life. Hang up and drive simply makes sense. This is even more important after the recent tragic loss of life on El Camino and Grant road. We cannot continue to wring our hands and say we care about cyclists while we each continue to drive distracted.

If for no other reason than to save a child's life, pledge to hang up and drive.

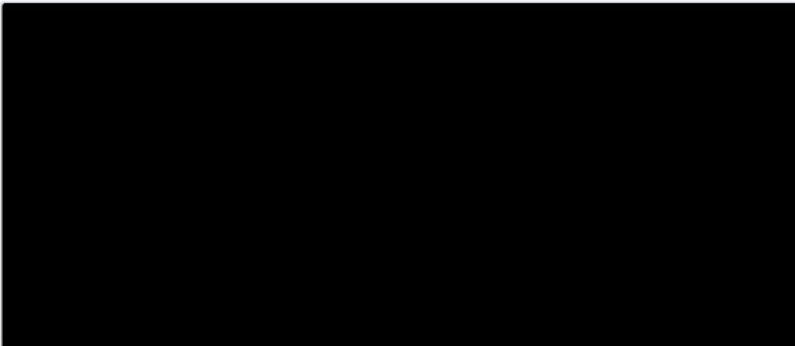
Thank you for considering my request to keep the parking on El Camino, widen the sidewalks and hang up and drive in order to protect pedestrians and bicyclists and to slow traffic down.

I provided a picture of the protected bike lane I am referring to. I also provided a link to a fairly recent article about Pasadena's experience with protected bike lanes and a study regarding protected bike lanes.

Sincerely,

Teresa Morris

<https://www.pasadenacsc.org/blog/protected-bike-lanes-increase-traffic-safety-for-everyone>



Study Finds Protected Bike Lanes Increase Traffic Safety for Everyone-In...

There are lots of reasons cities like Pasadena should have more protected bike lanes: they encourage more people...



From: [Maddy McBirney](#)
To: [Public Comment](#); [City Council](#)
Subject: Public Comment Agenda Item #5 - Please support buffered bike lanes on El Camino
Date: Monday, March 21, 2022 10:43:33 AM

Dear City Council members,

As a resident of Los Altos and an active cyclist, I would like to support the promotion for infrastructure for safer cycling on El Camino in Los Altos. I strongly support the staff's recommendation for buffered bike lanes on El Camino in the Los Altos section especially.

Please adopt the resolution for El Camino Real Bike Lanes supporting Class IIB- Buffered Bicycle Lane Installation on El Camino - City Limits between Adobe Creek and 500ft. South of Rengstorff Ave. as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023: Approve removal of street parking to accommodate this improvement.

Better for the environment, better for our health and safety, better for all, better for future generations.

Sincerely,
Maddy McBirney
149 Doud Drive
Los Altos

From: [John Kenny](#)
To: [Public Comment](#)
Subject: Public Comment Agenda Item #5 - Please support buffered bike lanes on El Camino
Date: Monday, March 21, 2022 10:55:24 AM

Dear Council members,
I am a resident of Los Altos, and I fully support the installation of buffered bike lanes on El Camino Real. This protects all the bicycle riders who bike on El Camino, and biking is a more environmentally friendly method of transportation than driving. I believe more people would bike if they felt safe and protected along this corridor. Please vote YES on Buffered Bike Lanes.

Sincerely,
Patricia and John Kenny
1721 Lantis Lane
Los Altos

Sent from my iPhone

From: [Susan Russell](#)
To: [Public Comment](#)
Subject: Fwd: Public Comment Agenda Item #5 - March 22, 2022 Council Meeting
Date: Monday, March 21, 2022 12:35:22 PM

----- Forwarded message -----

From: Susan Russell [REDACTED]
Date: Mon, Mar 21, 2022 at 12:30 PM
Subject: Public Comment Agenda Item #5 - March 22, 2022 Council Meeting
To: <publiccomments@losaltoscca.gor>

As longtime residents on Los Altos Avenue we support the Buffered Bike Lanes along both sides of El Camino Real beginning with Class IIB paid for by Caltrans.

The outreach meetings show almost unanimous support of these bike lanes. We agree with staff that this is a rare opportunity to improve bicycle network connectivity which, in turn, will help with reduction of greenhouse gas emissions.

At noon today a drive along El Camino Real to check the entire frontage proposed for the buffered lanes showed that generally fewer than 50% of the spaces were occupied and always there appeared to be sufficient off-street parking close by.

We wish these bike lanes had been in place when our children were growing up and when we were more active cyclists as the improved safety definitely will encourage biking.

Susan and David Russell
744 Los Altos Avenue

From: [Tracy](#)
To: [Public Comment](#)
Subject: Public Comment Agenda Item #5 - Please support buffered bike lanes on El Camino
Date: Monday, March 21, 2022 10:57:38 AM

Dear Council:

I strongly support creating buffered bike lanes on El Camino. Let us work to protect people who bike on our streets.

Thanks
Tracy Y

From: [Anne Paulson](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022
Date: Monday, March 21, 2022 12:15:57 PM

March 22, 2022

RE: Item 5, El Camino Real Bike Lanes

Dear Mayor Enander and City Council Members,

I'm a 35 year resident of Los Altos, who uses a bike for my primary means of transportation.

Please support the buffered bike lanes on El Camino. Like motorists, cyclists need to go to destinations along El Camino. Right now, if we try to ride on El Camino, we're dangerously squeezed between parked cars; we need a safe space to ride on the road.

The more bike facilities we have, the more we get people out of cars and onto bikes, which frees up road space and parking spaces for the drivers who remain, while achieving our climate goals.

Please support the bike lanes.

Sincerely,
Anne Paulson

From: [Roberta Phillips](#)
To: [City Council](#); [Public Comment](#)
Subject: Bike Lanes on El Camino Council meeting March 22
Date: Monday, March 21, 2022 12:42:50 PM

Dear Council

I am sending this email for Jim Jolly

Re: Opinion: The Supposed Safe Feeling of Protected Bike Lanes is Misleading—

One problem that is not mentioned in this article is car door opening. Whether the car parks on the curb and the bicyclist rides by on the driver's side of the car, or the car parks away from the curb and the bicyclist rides by on the passenger side of the car, the danger of car door opening is always a danger to the bicyclist. If a car door is suddenly opened as a bicyclist rides by, the cyclist is going down. Depending on which side of the car the door is open, the cyclist can either be hit by a passing car, or thrown onto the curb/sidewalk. The potential for serious injury is high.

The current bike traffic on El Camino through Los Altos is exposed to the driver side door opening problem, the proposed "protected bike lane" will shift the door opening danger to the passenger side. Neither option is a good one and from my 75 year bicycling experience without an accident, the best solution is to NOT ENCOURAGE Bicycling on El Camino Real.

Jim Jolly



Angel Rodriguez

From: Young, Michael [REDACTED]
Sent: Monday, March 21, 2022 8:35 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 03/22/22

Categories: Yellow category

I am writing in support of the resolution to make biking safer for our community and especially for students like me going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route for many students and their families. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff, and the Complete Streets Commission for their work on and support of this improvement to our community.

Sincerely,
Michael Young
Los Altos Resident
Los Altos High School Student

Angel Rodriguez

From: Jessica Young <[REDACTED]>
Sent: Monday, March 21, 2022 8:53 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 03/22/22

Categories: Yellow category

Hello,

I am writing in support of the resolution to make biking safer for our community and especially for students like me going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route for many students and their families. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff, and the Complete Streets Commission for their work on and support of this improvement to our community.

Sincerely,
Jessica Young
Los Altos Resident

Angel Rodriguez

From: Shetty, Trisha [REDACTED] >
Sent: Monday, March 21, 2022 8:59 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 03/22/22

Categories: Yellow category

I am writing in support of the resolution to make biking safer for our community and especially for students like me going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route for many students and their families. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff, and the Complete Streets Commission for their work on and support of this improvement to our community.

Sincerely,
Trisha S
Los Altos Resident
Los Altos High School Student

Angel Rodriguez

From: Alexander Daltchev <[REDACTED]>
Sent: Monday, March 21, 2022 9:01 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 03/22/22

Categories: Yellow category

I am writing in support of the resolution to make biking safer for our community and especially for students like me going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route for many students and their families. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff, and the Complete Streets Commission for their work on and support of this improvement to our community.

Sincerely,

Alexander Daltchev

Los Altos Resident

Los Altos High School Student

Angel Rodriguez

From: Gupta, Diya <[REDACTED]>
Sent: Monday, March 21, 2022 9:12 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 03/22/22

Categories: Yellow category

I am writing in support of the resolution that makes biking safer for our community, especially for students like me going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route for many students and their families. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff, and the Complete Streets Commission for their work on and support of this improvement to our community.

Sincerely,
Diya Gupta
Los Altos Resident
Los Altos High School Student

Angel Rodriguez

From: Breitbart, Oliver [REDACTED]
Sent: Monday, March 21, 2022 9:13 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 03/22/22

Categories: Yellow category

I am writing in support of the resolution that makes biking safer for our community, especially for students like me going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route for many students and their families. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff, and the Complete Streets Commission for their work on and support of this improvement to our community.

Sincerely,
Oliver Breitbart
Los Altos Resident
Los Altos High School Student

Angel Rodriguez

From: Ma, Emilie [REDACTED]
Sent: Monday, March 21, 2022 9:53 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 03/22/22

Categories: Yellow category

I am writing in support of the resolution that makes biking safer for our community, especially for students like me going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route for many students and their families. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff, and the Complete Streets Commission for their work on and support of this improvement to our community.

Sincerely,
Emilie
Los Altos Resident
Los Altos High School Student

Angel Rodriguez

From: Randall, Madeline [REDACTED]
Sent: Tuesday, March 22, 2022 12:29 AM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 03/22/22

Categories: Yellow category

I am writing in support of the resolution that makes biking safer for our community, especially for students like me going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route for many students and their families. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff, and the Complete Streets Commission for their work on and support of this improvement to our community.

Sincerely,
Maddy Randall
Los Altos Resident
Los Altos High School Student

Angel Rodriguez

From: Der, Amanda [REDACTED]
Sent: Tuesday, March 22, 2022 6:08 AM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 03/22/22

Categories: Yellow category

I am writing in support of the resolution that makes biking safer for our community, especially for students like me going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route for many students and their families. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff, and the Complete Streets Commission for their work on and support of this improvement to our community.

Sincerely,
Amanda Der
Los Altos Resident
Los Altos High School Student

Angel Rodriguez

From: Kaitlyn Lee [REDACTED]
Sent: Tuesday, March 22, 2022 7:47 AM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 03/22/22

Categories: Yellow category

I am writing in support of the resolution to make biking safer for our community and especially for students like me going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route for many students and their families. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff, and the Complete Streets Commission for their work on and support of this improvement to our community.

Sincerely,
Kaitlyn Lee
Los Altos Resident
Los Altos High School Student

Angel Rodriguez

From: Kelsey Nguyen [REDACTED]
Sent: Tuesday, March 22, 2022 10:35 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - 03/22/22

Categories: Yellow category

I am writing in support of the resolution that makes biking safer for our community, especially for students like me going to school.

Adding buffered bike lanes on El Camino is a critical piece of this infrastructure, especially in collaboration with our city neighbors. Bike lanes that start and then disappear on a route are very unsafe. El Camino is a key transportation route for many students and their families. With many LAHS students coming from Mountain View to our campus, it is critical that they be able to find safe, buffered bicycle routes from their home to our school.

Thank you to Caltrans, the city's staff, and the Complete Streets Commission for their work on and support of this improvement to our community.

Sincerely,
Kelsey Nguyen
Los Altos Resident
Los Altos High School Student

Angel Rodriguez

From: Cherie Walkowiak [REDACTED]
Sent: Monday, March 21, 2022 10:37 PM
To: Public Comment
Cc: John Scarboro
Subject: PUBLIC COMMENT AGENDA ITEM #5 El Camino Bike Lanes - March 22, 2022

Categories: Yellow category

Honorable Mayor Enader, Vice Mayor Meadows, and Council Members,

I write to you in support of Staff's recommendation to remove parking in order to install buffered bike lanes on El Camino Real.

El Camino is an extremely important corridor with a lot of shopping, dining, and health destinations. It's also a route to school for both Los Altos and Mountain View kids who go to [Los Altos High](#), [Graham Middle](#), [Stevenson Elementary](#) (which draws kids from all over the district), and [Castro/Mistral Elementaries](#).

My friends' kids ride their bikes from north of Central Expressway to get to Los Altos High. They ride down Rengstorff to El Camino, which is a T-intesection. They have no choice but to ride along El Camino to get across this State Highway at Distel Drive to complete their commute to school.

Personally, I avoid riding my bike on El Camino when I can, but as someone whose main mode of transportation is my bike, I can't always avoid it. Many place I need to go are either on El Camino or on the other side of El Camino from my home in Mountain View (near Shoreline and Central Expressway). The places I ride to most often along Hwy 82 are (from South to North): Office Depot, Cost Plus World Market, Diddams, FedEx, Kwik Key, my kids' doctor at PAMF on Distel Circle (yes, they come with me by bike), Whole Foods, Diddams, and the Sweet Shop (my kids definitely come here with me by bike - to get candy for the gingerbread house my son designs each year).

Please help make El Camino safer for cyclists, and especially for the kids who have to ride along and/or accross El Camino to get to school. We don't want to see another teen [tragedy](#) like the one last Thursday at El Camino and Grant. You have the power to make this world a better, safer place. Please exercise that power. It could saves lives.

Cherie Walkowiak
Mountain View resident of 21 years, founding member of [Safe Mountain View](#)

Angel Rodriguez

From: Cherie Walkowiak [REDACTED]
Sent: Monday, March 21, 2022 10:55 PM
To: Public Comment
Cc: John Scarboro
Subject: Re: PUBLIC COMMENT AGENDA ITEM #5 El Camino Bike Lanes - March 22, 2022

Categories: Yellow category

I forgot to mention!! Mountain View is also working with Caltrans to install protected bike lanes along El Camino Real during the repavement project in 2023. See [El Camino Real Streetscape Plan](#). Cross-city bike routes are very important for the viability of a network, and the installation of buffered bikeways in Los Altos will provide much-needed continuity in the regional bike network.

Thank you again!
Cherie

On Monday, March 21, 2022, 10:36:49 PM PDT, Cherie Walkowiak [REDACTED] wrote:

Honorable Mayor Enader, Vice Mayor Meadows, and Council Members,

I write to you in support of Staff's recommendation to remove parking in order to install buffered bike lanes on El Camino Real.

El Camino is an extremely important corridor with a lot of shopping, dining, and health destinations. It's also a route to school for both Los Altos and Mountain View kids who go to [Los Altos High](#), [Graham Middle](#), [Stevenson Elementary](#) (which draws kids from all over the district), and [Castro/Mistral Elementaries](#).

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Personally, I avoid riding my bike on El Camino when I can, but as someone whose main mode of transportation is my bike, I can't always avoid it. Many place I need to go are either on El Camino or on the other side of El Camino from my home in Mountain View (near Shoreline and Central Expressway). The places I ride to most often along Hwy 82 are (from South to North): Office Depot, Cost Plus World Market, Diddams, FexEx, Kwik Key, my kids' doctor at PAMF on Distel Circle (yes, they come with me by bike), Whole Foods, Diddams, and the Sweet Shop (my kids definitely come here with me by bike - to get candy for the gingerbread house my son designs each year).

Please help make El Camino safer for cyclists, and especially for the kids who have to ride along and/or accross El Camino to get to school. We don't want to see another teen [tragedy](#) like the one last Thursday at El Camino and Grant. You have the power to make this world a better, safer place. Please exercise that power. It could saves lives.

Cherie Walkowiak
Mountain View resident of 21 years, founding member of [Safe Mountain View](#)

Angel Rodriguez

From: Silja Paymer [REDACTED]
Sent: Tuesday, March 22, 2022 9:30 AM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM #5 El Camino Bike Lanes - March 22, 2022

Categories: Yellow category

Hi!

I am writing in support of bike lanes along El Camino. As an employee at Los Altos High School who bikes to work, I appreciate the need for improved bike infrastructure throughout Los Altos. While I understand that it will reduce a few parking spots, I don't think it is the job of citizens to pay for a free parking spot for half a dozen cars when they could instead have hundreds of bikes access the space instead. El Camino is inaccessible to bicyclists, and this harms businesses as much as the community and the world through increased carbon emissions.

Please support a through bike route on El Camino!

Thank you,
Silja Paymer

Adelina Del Real

From: Phan Truong [REDACTED]
Sent: Tuesday, March 22, 2022 7:55 AM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM #5 - EL CAMINO REAL BIKE LANES

Categories: Yellow category

Dear City Council:

Do you remember that you voted for El Camino is CT Zone couple years ago (pictures below), so why do you take away parking and put the bike lane there?

where the customer of all stores front and all the residents of those high-rise housing will park?

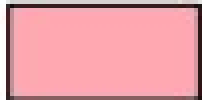
If you allow those high-rise building get away with less than 1.5 parking for 2-3 bedrooms units, please provide them with parking space too.

Do not take away parking space on El Camino.

VOTE NO ON #5 PUT BIKE LANE ON EL CAMINO REAL

▪

Commercial/C



Commercia



Commercia

CITY OF LOS AL



Thanks

Phan

Adelina Del Real

From: Chris Hoerber [REDACTED]
Sent: Tuesday, March 22, 2022 5:31 PM
To: Public Comment
Subject: Support for Class IIA Bike Lanes on El Camino - tonight's Agenda Item

Categories: Yellow category

Dear Los Altos City Council Members:

This letter is to express my strong appreciation for the effort that the City has put in to review the possibility of the creation of Class IIB bicycle facilities on El Camino Real and to request your approval of the recommendation being made to you by City Staff that that City Council approve the installation of those facilities. I appreciate that there will be people impacted by the loss of parking, but it has been shown that alternatives are available to them, and that has been factored into the recommendations.

El Camino Real is an important peninsula transportation artery and I think we all share the vision that it should serve all the residents, visitors, and businesses in the cities that it traverses. At the same time it is a barrier to kids trying to get to school in Los Altos from homes on the other side. It is a route that is needed by many residents who live along El Camino for their daily activities, and it is something that must be navigated by bike commuters up and down the peninsula. It is obvious that the current configuration through Los Altos and adjacent cities is dangerous for bicyclists; and this is being addressed by various agencies in the area including the VTA in its Bicycle Superhighway Implementation Plan.

The proposed Class IIB facility is a small but important incremental part of what is needed regionally, and a small part of Los Altos' commitment to environmental sustainability and combatting climate change, but if it is not taken today with the opportunity presented by Caltrans, will it ever be taken?

It has been only two years between the deaths of middle school boys at California Avenue in Palo Alto and at Grant Road in Mountain View. Let's commit to making the El Camino corridor so that such tragedies do not become a recurring nightmare.

In writing about the new bicycle facilities on Winchester Blvd. and Blossom Hill Roads in Los Gatos in last month's Los Altos Town Crier, I said that 1000 such projects were needed. Please take this opportunity to bring that number down to 999.

Thank You,



Christopher F. Hoerber

CFH
ENGINEERING
Chris Hoerber
Chris Hoerber



Adelina Del Real

From: Sue Young [REDACTED]
Sent: Tuesday, March 22, 2022 3:55 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022

Categories: Yellow category

Hello,

I'm writing in support of replacing car parking with a bike lane on El Camino to make bike commuting safer and viable along this corridor. I was an avid bike commuter for 14 years before I retired. I often feared riding on El Camino anytime that I had to even for a few yards. I realized that if El Camino had a bike lane it would be a natural bike route and more people WILL travel by bike if the infrastructure will support it. With the cost of gasoline at its highest now, it makes sense for people to start looking at alternatives. Bicycling is a perfect choice as we live in a mild climate, it's better for the environment and a great way to start the day with a bit of exercise and fresh air.

Thanks for listening and hope that this city council will step up to make changes in a positive direction.

Regards,
Sue
(Los Altos resident of 29 years)

Adelina Del Real

From: Kevin Chen [REDACTED]
Sent: Tuesday, March 22, 2022 3:46 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - MARCH 22, 2022

Categories: Yellow category

I am writing in support of bike lanes on El Camino Real.

As a Palo Alto resident, I frequently bike in Los Altos/Mountain View, and dedicated bikes lanes on El Camino would go a long way toward making biking safer and easier in our community. Bike lanes on El Camino would open an essential arterial to people who bike, providing access to shopping, restaurants, and businesses along El Camino, as well as connections to transit, such as the VTA 22/522, without being forced to bike to/from far away alternate routes.

I urge the Council to adopt this Resolution to support buffered bike lanes on El Camino Real. In addition, I strongly urge the Council to immediately work toward securing further funding for and implementing physical protective devices such as raised curbs, planter boxes, or bollards and bus boarding islands to transform the proposed bike lanes into full Class IV protected bikeways as soon as possible. While buffered bike lanes are a serious improvement over the status quo, physical separation is needed to ensure unobstructed access and prevent drivers from pulling over and stopping/parking within the lanes. Good design and implementation of physical protective devices will reduce conflicts and obstructions and help drivers and people who bike anticipate each other at intersections and driveways.

Thank you for your consideration on this matter.

Adelina Del Real

From: Eli Melmon [REDACTED]
Sent: Tuesday, March 22, 2022 2:31 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM #5 - MEETING DATE 3/22/22

Categories: Yellow category

I am a Los Altos resident. I was born and raised in the Bay Area. The climate crisis is one of our society’s biggest threats.

I fully support the creation of bike lines on El Camino Real and the removal of any street parking in the way.

Bike lanes are crucial to tackling the climate crisis. To reject or delay the creation of these bike lanes is to take a step backwards for the youth, LGBTQ, ethnic, and female demographics in our community. The folks in those demographics are more likely to be subject to the effects of climate change and we must do whatever we can to support them and prevent further ecological decay.

- Eli Melmon

Sent from my iPhone

Adelina Del Real

From: Margaret Suozzo [REDACTED]
Sent: Tuesday, March 22, 2022 1:41 PM
To: Public Comment
Subject: PUBLIC COMMENT on ITEM #5 - March 22, 2022, Buffered bike lane installation on El Camino

Categories: Yellow category

Honorable Mayor and Members of the Council -

I am writing to urge you to support the staff's recommendation to allow Caltrans to install buffered bike lanes on El Camino (from Adobe Creek to south of Rengstorff) during its resurfacing project next year. Let's make good on commitments and policies to create safer streets that support multiple modes of transportation and achieve our greenhouse gas emission reduction goals.

In addition to making it easier for people to experience the joys and health benefits of cycling, the following six reasons are why I am urging you to support the staff proposal:

1. People are already biking on El Camino. Let's make it safer.

People ride on El Camino, including school kids as witnessed in [last week's horrendous bicycling tragedy](#). So it is extremely important to create infrastructure that makes it safe for cyclists (kids and adults alike) to do what they are going to do anyway. Students cross and may use El Camino to get to Egan, Santa Rita, Covington, Almond and Springer School schools, and perhaps other Los Altos School District Schools, as well as Bullis Charter School campuses. Commuting along the corridor will better connect Los Altos to other communities from Menlo Park to Sunnyvale and beyond.

2. The City has plans and policies in place for safer cycling. Let's make good on them.

- The [Complete Streets Master Plan](#) (CSMP) guides the City's transportation planning and specifically recommends bicycle infrastructure improvements on El Camino.
- The City's CAAP, which the Council adopted last month, **identifies transportation as the greatest source of greenhouse gas emissions (GHGs) in our community**. The plan proposes to reduce single-occupancy vehicle miles traveled (VMT) by 25% by 2035, first and foremost, by creating a more walkable and bikeable city.

4. Parking on El Camino is underutilized.

A parking study commissioned by the City of Los Altos in Spring 2021 found that 1/3 of the potential parking spaces along the corridor are already prohibited from parking and utilization for the remaining spaces is low.

5. The proposal is very low cost to the City.

This is a rare opportunity to take advantage of Caltrans' resurfacing of El Camino, which is badly needed and will also improve safety for cyclists, and to put grant monies that Caltrans received for bicycle infrastructure improvements to good use. The City can, therefore, achieve its CSMP and some of its CAAP goals at very low cost and effort as the job will be done and funded by Caltrans.

6. If not now, when?

If we don't support this infrastructure improvement now, we may be looking at 10 or more years before the opportunity arises again, losing valuable time in the fight against climate change. Please don't wager the future of our children. And when the opportunity arises again, the City may be responsible for paying for the improvements.

I urge you to show some leadership in advancing Los Altos' complete streets and environmental goals by taking advantage of this opportunity to provide safer bicycle travel in and around Los Altos while supporting regional goals and visions for an improved regional transportation network.

Thank you in advance for your support.

Sincerely,
Margie Suozzo, Co Lead
GreenTown Los Altos
Transportation Program

Adelina Del Real

From: Urban International [REDACTED]
Sent: Tuesday, March 22, 2022 12:00 PM
To: Public Comment
Subject: Please support buffered bike lanes on El Camino

Categories: Yellow category

To City Council,

I strongly urge you to support the Staff recommendation to construct buffered bike lanes on El Camino between Adobe Creek & Rengstorff Avenue. This will create a safer option for children who bike to school, and will support the use of non-motorized transportation more generally, especially by those who would otherwise feel unsafe cycling along such a busy arterial road, (myself included).

Thank you,

Larissa Muller
460 Hacienda Way
Los Altos, CA

Adelina Del Real

From: Sergiy Kanyshchev [REDACTED]
Sent: Tuesday, March 22, 2022 11:39 AM
To: Public Comment
Subject: Public Comment Agenda Item #5 - Please support buffered bike lanes on El Camino

Categories: Yellow category

I am in support of grade-separated bike lanes in Mountain View. It is time for the city to become bike-friendly IRL, not on paper.

Sergiy Kanyshchev,
Mountain View resident and home owner

Adelina Del Real

From: Karl Danz [REDACTED]
Sent: Tuesday, March 22, 2022 10:29 AM
To: Public Comment
Subject: Public Comment Agenda Item #5 - Please support buffered bike lanes on El Camino

Categories: Yellow category

I have lived in Los Altos for over 30 years and am an avid cyclist. I ride for recreation and also for errands around town, averaging around 2,500 miles per year on my bike. I have ridden on El Camino Real many times over the years, and those segments of my rides have been among the most treacherous I have ever experienced. But when (for example) you're dropping your car off for service on ECR and it's time to ride back home, that's the way to go. I would say this qualifies me as Strong and Fearless* but no person should have to be "brave" to ride a bicycle.

I strongly support the staff's recommendation for buffered bike lanes on El Camino:

El Camino Real Bike Lanes: Consider and Adopt Resolution supporting Class IIB - Buffered Bicycle Lane Installation on El Camino Real – City Limits between Adobe Creek and ~500-FT South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023; Approve Removal of Street Parking to Accommodate this Improvement.

As you know, studies are complete and Caltrans will pay for the bike lane improvements, since it is planning to resurface anyway. So this is a rare opportunity! As a former Commissioner on what was then called the Los Altos Bicycle and Pedestrian Advisory Commission, I know this sort of opportunity only comes along once in a blue moon. Please support this potentially life-saving action.

Thank you,
Karl Danz
1540 Morton Ave.
Los Altos, CA 94024

* "Four Types of Cyclists" - <https://www.portlandoregon.gov/transportation/article/264746>

Adelina Del Real

From: Lenny Siegel [REDACTED]
Sent: Tuesday, March 22, 2022 9:26 AM
To: Public Comment
Subject: El Camino Real Bike Lanes

Categories: Yellow category

Please do whatever you need to do to accelerate the installation of buffered bike lanes on the Los Altos segment of El Camino Real. Mountain View is planning to do the same.

But bike lanes are not enough. Please ensure that there are safer ways for bicyclists and pedestrians to cross El Camino Real and for bicyclists to make left turns on and off El Camino Real.

Lenny Siegel
Mountain View
[REDACTED]

Adelina Del Real

From: Ning Ke [REDACTED]
Sent: Monday, March 21, 2022 9:42 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - Tuesday, March 22, 2022

Categories: Yellow category

Hi!

I am writing in support of installing buffered bike lanes on El Camino Real.

I think having bike lanes on El Camino Real would be super important for a number of reasons:

- Some commuting routes would be much shorter by utilizing short stretches of El Camino Real
- It would be very helpful for people running errands. for example, I often shop at the WholeFoods on El Camino / Showers Drive, and today I needed to use the sidewalk (which is very narrow) for safety.
- Many kids living on the east of El Camino who go to schools in Los Altos (e.g. Egan Junior High and Los Altos High), bike lanes would make their traveling much safer even for very short distances.

Having a protected bike lane would be a huge step forward for all types of bicyclists.

Sincerely,
Ning Ke
Los Altos Resident

Adelina Del Real

From: Alon Golan [REDACTED]
Sent: Monday, March 21, 2022 9:00 PM
To: Public Comment
Subject: Buffered Bicycle Lanes on El Camino Real

Categories: Yellow category

I would like to voice my support for allocating road space for wide, well marked and safe travel lane for bicycles on El Camino Real in Los Altos.

A 13 year old boy was killed riding his bicycle across El Camino Real to Graham Middle School in Mountain View last week. Doing the right thing, choosing active, sustainable transportation over cars to get to local destinations, like public schools, should not be a dangerous or risky choice. For many decades, we have made it a risky and dangrous choice. We have done this by dedicating our public road space to motor vehicles only. This decision has failed us, and it's time for a change. We have to give residents the choice to ride their bike safely on our streets. We cannot keep forcing everyone to drive a car everywhere out of fear of injury and death.

Now is the time to take action and do the right thing for our community.

Sincerely,
Alon Golan
Los Altos

Adelina Del Real

From: Edward Swierk [REDACTED]
Sent: Monday, March 21, 2022 12:08 AM
To: Public Comment
Subject: El Camino Real bike lanes

Categories: Yellow category

Dear Councilmembers,

I strongly support the installation of buffered bicycle lanes along El Camino Real within the Los Altos city limits, including the necessary removal of on-street parking spaces.

As a more than 20-year resident of Mountain View and occasional bicyclist, I can assure you that people don't bike on busy roads for fun. They do it to get where they're going. Bike routes that zigzag through neighborhoods and snake along creekbeds are inadequate. Absent an alternative that's nearly as direct, people will bike on El Camino Real. And if it's unsafe, some will get hurt doing so.

This point was tragically demonstrated just a few days ago at a nearby stretch of El Camino Real, as a 13-year-old was killed at a busy intersection in Mountain View while biking to school.

I urge the council to accept the staff recommendation, and approve installing buffered bicycle lanes along the entire stretch of El Camino Real through the city -- including and especially the challenging sections at major intersections.

Edward Swierk
341 W Dana St
Mountain View CA 94041

Adelina Del Real

From: Diana Crumedy [REDACTED]
Sent: Monday, March 21, 2022 7:18 PM
To: Public Comment; Anita Enander; Sally Meadows; Neysa Fligor; Lynette Lee Eng; Jonathan Weinberg
Subject: Letter of Support for agenda item #5
Attachments: Los Altos Agenda Item 5 Letter of Support.docx (1).pdf
Categories: Yellow category

Dear Los Altos Mayor and Council members,

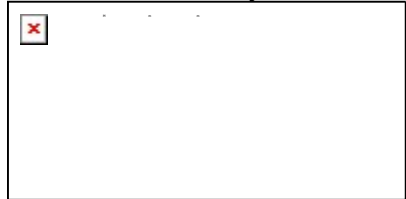
On behalf of Silicon Valley Bicycle Coalition (SVBC), a nonprofit creating a healthy community, environment, and economy through bicycling, we are writing to express support for agenda item #5 to Consider and Adopt Resolution supporting Class IIB - Buffered Bicycle Lane Installation on El Camino Real - City Limits between Adobe Creek and ~500-FT South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023; Approve Removal of Street Parking to Accommodate this Improvement.

Attached please find our Letter of Support.

All the best,

Diana Crumedy

--
Diana Crumedy
 Santa Clara County Advocate



Twitter @bikeSV | Instagram @bikesiliconvalley



3/21/22

Los Altos Council,

RE: Agenda item #5 to Consider and Adopt Resolution supporting Class IIB - Buffered Bicycle Lane Installation on El Camino Real

bikesiliconvalley.org
155 S 11th St
San Jose, CA 95112

Dear Mayor Enander and City Council member,

On behalf of Silicon Valley Bicycle Coalition (SVBC), a nonprofit creating a healthy community, environment, and economy through bicycling, we are writing to express support for agenda item #5 to Consider and Adopt Resolution supporting Class IIB - Buffered Bicycle Lane Installation on El Camino Real - City Limits between Adobe Creek and ~500-FT South of Rengstorff Avenue as part of Caltrans Street Resurfacing Improvements scheduled for Summer 2023; Approve Removal of Street Parking to Accommodate this Improvement.

On March 17th as a result of a traffic collision in Mountain View on El Camino Real and Grant Rd. a 13-year-old child was struck and killed while bicycling to school by a man driving on El Camino Real. In 2020 on March 6th, an 11-year-old student of Palo Alto was killed when he was biking at the intersection of El Camino Real and California Ave in Palo Alto.

This is a tragedy, that these beautiful young lives have been taken too soon. We owe it to our youth to ensure that the roads that they travel on are safe enough to allow them to get to and from school, alive.

El Camino Real has a higher rate of collisions for people walking and biking than other streets in San Mateo and Santa Clara Counties. Despite the street being a community hub of destinations, this is a wide multi-lane road with fast-moving cars and long crosswalks. Because of this, El Camino Real has long been a priority for SVBC to make it safer for people walking and biking. SVBC also aims at Vision Zero, with a goal to have zero traffic deaths or life-altering injuries due to roadway design or user error in San Mateo and Santa Clara Counties.

SVBC strongly believes in the equitable distribution of street space for all types of users. Currently, our roads are highly subsidized for people driving in the form of vehicle lanes and parking. If we plan for cars and traffic, we will get cars and traffic. If we really want to encourage folks to walk and bike and use other modes, we need to significantly make improvements to accommodate the same. This may lead to parking removal which can be addressed and mitigated in multiple ways.

Many of your neighboring cities like Mountain View, Menlo Park, Redwood City, and more have planned protected bike lanes in their jurisdiction along El Camino Real. And it is now your turn!

BOARD OF DIRECTORS

- Amie Ashton
- Gary Brustin
- Melissa Cerezo
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- Josh Mello
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- Margarita Parra
- Alyssa Plicka
- Christina Salvatier

Shiloh Ballard

President and
Executive Director

SVBC is highly supportive of Staff's and Caltrans' request for a City Council resolution that approves the installation of Class IIB – Buffered Bike Lanes on both sides of El Camino Real between Adobe Creek and approximately 500-FT South of Rengstorff Avenue as part of Caltrans' upcoming street resurfacing project and for City Council's approval of the removal of 248 on-street parking spaces to accommodate this improvement.

SVBC would also love to collaborate and provide any support needed to the Los Altos city council and staff on this project.

Sincerely,



Shiloh Ballard
President & Executive Director

Adelina Del Real

From: Jonathan Shores [REDACTED]
Sent: Monday, March 21, 2022 6:04 PM
To: Public Comment
Subject: Bike pathways on El Camino Real

Categories: Yellow category

Los Altos City Council;

Thank you for taking the time to read my opinion about cycling on El Camino Real. El Camino Real is busy with lots of traffic, both cars and commercial vehicles course through continuously. It is dense with traffic most of the time and occasionally there are periods of light traffic that moves quite fast. I do most everything on my bike and have found great alternative routes to get where I need to get without traveling El Camino, except for the occasional crossing of it at stop lights. I have commuted using these routes and only have had to cross El Camino Real at one location. It is my humble opinion that even with protected bike paths the alternative routes would be best. They are safer, more relaxing to ride and it being actually quite enjoyable are the main reasons. I would always feel gritty after riding El Camino Real with the fumes from exhaust and particulates kicked up along the way. The buses are another factor that detracts from smooth going. A fancier pathway would not effect a positive change in this.

I wonder how many more bike riders would be added to make the path worth the money and worth the impact on businesses and worth the added pollution.

I ride every day and log about 50 miles/week mostly in a 10 mile radius from Los Altos. Recreational rides add much more. For future reference, I have a categorical reluctance to embrace protected bike paths since, as a hardened rider, I keep situational awareness as the most important factor while riding. My personal preference is to not have too many obstacles to be aware of while riding and my being able to maneuver is of tantamount concern. Thank you.

Best Regards,

Jonathan Shores

Adelina Del Real

From: Cheryl Weiden [REDACTED]
Sent: Monday, March 21, 2022 4:59 PM
To: Public Comment
Subject: Public Comment Agenda Item #5 - Please support buffered bike lanes on El Camino

Categories: Yellow category

Our community needs safe bike routes and complete streets to reduce vehicle traffic / GHG emissions and develop a sustainable community.

Don Weiden

--



Adelina Del Real

From: deborah kilpatrick [REDACTED]
Sent: Monday, March 21, 2022 4:16 PM
To: Public Comment
Subject: Public Comment Agenda Item #5 - Please support buffered bike lanes on El Camino

Categories: Yellow category

Council members,

I am a 54 year old female who lives off Springer Road. I rarely drive my car, instead choosing to bike commute regularly---even when I take Caltrain, I often bike to/from the station and home. As such, I am often on El Camino Real on my bike (or crossing it at intersections), especially when I need to run errands in the course of my bike commute. I am a seasoned rider who knows how to bike defensively in traffic, but there are many, many riders on our streets who are not as comfortable and would benefit greatly from dedicated bike lanes on El Camino. It will not impede car traffic, but it could have a massive impact on the number of people willing to use biking as a transportation option (which will help alleviate car traffic!). Given the number of high density residential buildings going up along El Camino, this feels even more urgent to address.

Thank you for considering.

Deborah Kilpatrick

Adelina Del Real

From: Ryan Dautel [REDACTED]
Sent: Monday, March 21, 2022 3:54 PM
To: Public Comment
Subject: PUBLIC COMMENT AGENDA ITEM 5 - MEETING DATE 3/22/22

Categories: Yellow category

To Whom It May Concern,

I wanted to provide my input regarding the proposed El Camino Real bike lane project. As both a lifelong resident of Los Altos and someone working for a standalone retail establishment on El Camino Real (in Los Altos), I oppose this concept. With my work location being near the intersection of San Antonio and El Camino, street parking is always at a premium. I’ve observed that many of the people parking along the El Camino are those who have commuted into Los Altos for their jobs, and therefore do not have the luxury of biking a short distance for their work. Biking, of course, is also not feasible or safe in inclement weather and/or at night. The lack of parking and the need for it will only be exacerbated by the ever-growing increase in businesses and housing developments.

As a case in point, not a day goes by at my store that we don’t have patrons from **other** businesses wrongfully utilizing our parking lot because there isn’t enough parking elsewhere on the block, and/or cutting across it due to the current level of congestion. Taking away street parking will exacerbate this problem, potentially discouraging customers from shopping and making it more difficult for our already-struggling small businesses to survive. Not to mention the increased risk to people due to additional drivers turning in and out of driveways, but possibly also due to anger from heavier traffic and attempting to take “shortcuts.” In an area so heavily used by thousands of commuters each day, it simply isn’t realistic to expect good results from eliminating even more access to parking and making driving (generally the only feasible method of transportation for most) a greater challenge. The parking study conducted in April of 2021 is not an accurate representation of the parking needs of the community due to the impact of COVID.

I greatly appreciate your attention to this matter and thank you for your consideration.

Sincerely,

Ryan Dautel

Adelina Del Real

From: Kacey Fitzpatrick [REDACTED]
Sent: Monday, March 21, 2022 3:41 PM
To: Public Comment
Subject: Public Comment Agenda Item #5 - Please support buffered bike lanes on El Camino

Categories: Yellow category

Dear Esteemed Council Members of Los Altos:

I urgently ask for your support and a YES vote for buffered bike lanes on El Camino Real. These bike lanes are much needed for both work commuters and students, to make our roads safer and to make more cyclists (and parents) feel safer.

Despite being a major thoroughfare for transportation, El Camino Real is extremely unfriendly to bicyclists. It desperately needs this update. I know that I personally would be much more inclined to ride my bike to Whole Foods and Trader Joe’s on El Camino if the bike lanes were there. And my son would have an easier time riding to his weekend job. And my partner would have an easier time cycling to work. And the whole community would be safer.

The fact that CalTrans will pay for the bike lanes as part of it’s re-surfacing plan is a boon to us and our neighboring communities. And since transportation is the greatest source of greenhouse gases in our community, I am excited to see a very real and important way that we can support and encourage the goals of more biking and less car driving, to reduce our community emissions.

Please support this!

thank you,

--
Kacey Fitzpatrick
Los Altos, CA
[REDACTED]

Adelina Del Real

From: Lucy Hsu [REDACTED]
Sent: Monday, March 21, 2022 3:31 PM
To: Public Comment
Subject: Public Comment Agenda Item #5 - Please support buffered bike lanes on El Camino

Categories: Yellow category

I strongly support the staff's recommendation for buffered bike lanes on El Camino. This is fully aligned with Complete Streets, and is a crucial step to encourage a more bikeable city. This needs to be approved before another tragic bike accident occurs on this road.

--
Lucy Hsu
555 Benvenue Ave.
Los Altos

Adelina Del Real

From: Linda Palmor [REDACTED]
Sent: Monday, March 21, 2022 2:42 PM
To: Public Comment
Subject: Comment on Agenda Item #5 -El Camino Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed

As a long-time resident of Los Altos, and a user of the businesses on the El Camino corridor, I wish to express my concerns over the city council's desire to eliminate parking spots to enable a bike lane to be installed on El Camino.

No, I am not going to bike to these businesses, nor am I going to walk. They are too far away for me to make that trip efficiently. And, in any event, El Camino is far too busy a street to cycle on for any reason!!!

Why do you think that pushing cars onto the already busy residential side streets is effective or a viable solution? Are you trying to kill the businesses which support our neighborhood! It's hard enough to find parking for those businesses now - particularly since the existing multistory buildings already have a dearth of parking due to their developers weaseling their way into the city council's good graces and building developments with far too few parking spaces..

Please consider the needs of your Los Altos neighbors, whom you are SUPPOSED to be representing. You obviously do not represent my needs nor those of my friends who live in Los Altos. Are the developers everything to you? Are the residents of Los Altos just chopped liver, to be derided and ignored for your glory??

Linda Palmor
[REDACTED]

From: [Myra & Carl Orta](#)
To: [Public Comment](#)
Subject: driving and parking in Los Altos
Date: Wednesday, March 23, 2022 8:13:19 PM

Honorable Mayor and City Council,

Unfortunately, these comments may be too late for the council meeting on March 22, but I would appreciate your considering my comments on this topic at any time.

I do not think it is wise to remove parking slots from the downtown parking plazas and along El Camino to allow for new housing and for bike riders.

Los Altos residents and their neighbors enjoy shopping and dining in Los Altos and need parking. If you infringe on the allotted parking we will go to other towns where parking is easy and available.

The big losers will be the merchants and the city in lost tax revenue.

Practically speaking, allowing for bike lanes on El Camino Real is truly suicidal. As a former avid bike rider, I would never consider riding my bike on El Camino with all the traffic. It is suicidal.

Neighboring parallel streets were always a safer alternative. To take away needed parking places to allow for the very few bike riders on El Camino is not a good idea at all.

As for sacrificing needed parking in our parking plazas for construction of housing, if you must take some of the essential spots then the only alternative is to build a garage. This may be a "dirty word" to some but it is necessary. Allocate a good location, walking distance to Main and State Streets, build a 2 story with underground parking. Every city near us has downtown parking garages and they are well used. . Mtn. View, Sunnyvale, Palo Alto all have three or more downtown garages. I do not understand why Los Altos cannot have at least one. I also suggest we finance a free city van that transports people from the garage to Main and State Street and back to the garage, from 9am to 11pm daily. The senior citizens and moms with little kids will all be grateful, and they will add to taxes with their purchases and dining.

Please consider some of my suggestions and you will have more positive feedback from the residents who feel that their concerns are being ignored.

Sincerely, Myra Orta

From: [John Vidovich](#)
To: [Public Comment](#)
Date: Wednesday, March 23, 2022 5:49:10 PM

My name is John Vidovich. I work every day at my office at 960 North San Antonio. I occasionally ride my bike to and from work. I like it. I ride on Los Altos Avenue, San Antonio and sometimes the El Camino.

1. Los Altos Avenue is quite safe and I can almost keep up with the cars. The key is the traffic is slow. There is not a lot of cars on the side of the road until you get next to town and many of those cars are down town workers.
2. San Antonio is dangerous. The bike lane is small and the cars are feet from killing me. So I illegally sometimes ride on the side walk. Particularly when traffic is bad the car drivers are too aggressive and looking a their phones. Death is possible. I think I would rather get a ticket for riding on the sidewalk then die. It is NOT safe on the road bike lane.
3. El Camino same as San Antonio times 3.

So how about expanding the side walk to be a share the road with pedestrians and bikes. You can have 4 feet for walkers on concrete and the balance of the sidewalk is asphalt to demarcate where bikes can share. The asphalt can be 5 feet wide. Maybe put some truncated domes to keep the foot and bike traffic separated. The open space allows bikes to share and it works out fine. The kids ride bikes and they and us adults are going to get killed.

Another benefit is that cars can park on El Camino which will make the bike/ pedestrian walks super safe. If you save one life it is worth it.

Gas controversy.

I am involved in farming and cattle/cows and we are mandated to capture many tons of methane from the cow/dairy manure. It works and this substantial bit of methane can be used for people who want and need to cook with gas. Electric anything else is different but gas cooking is a unique and purposeful use. Making it illegal or taxing it too much is not a good idea. You can buy from any dairy in California natural made methane. It is place into the major gas pipelines.

JOHN VIDOVICH
[REDACTED]



AGENDA REPORT SUMMARY

Meeting Date: March 22, 2022

Subject: Housing Element 2023-2031 status update and expansion of Housing Element Council Subcommittee role

Prepared by: Laura Simpson, Interim Community Development Director

Reviewed by: Jon Maginot, Assistant City Manager and Public Information Officer, Sonia Lee

Approved by: Gabriel Engeland, City Manager

Initiated by:
Housing Element Subcommittee of City Council.

Fiscal Impact:
No direct fiscal impact is anticipated.

Environmental Review:
Not applicable

Summary:

- On January 25, 2022, the City Council requested a staff update on the status of community engagement and the housing element outreach process, as well as the consultant contract for the Housing Element Update.
- On February 7, 2022, the Housing Element Subcommittee requested, a discussion on the next steps in the housing element preparation process, and a recommendation to the Council on the expansion of the role of the Housing Element Subcommittee.

Staff Recommendation:

That City Council receive the staff update on the status of the Housing Element Update community engagement process, consultant contract, and next steps, and approve the expansion of the role of the Housing Element Council Subcommittee.

Reviewed By:

City Manager

City Attorney

Finance Director



Subject: Housing Element Update and Expansion of Housing Element Council Subcommittee Role

Discussion:

In June 2021, The City selected Lisa Wise Consulting (LWC) as the consulting firm to prepare the City’s 2023-2031 Housing Element. LWC began working with staff to collect housing data in late summer and fall. In October 2021, the City Council Housing Element Update Engagement Subcommittee provided input to staff on a community engagement approach. On October 26, 2021, the community engagement plan was presented to the City Council. Since that time, staff has been working closely with the team at LWC and their outreach subconsultant, Plan to Place, to ensure that Los Altos residents and the business community are engaged and informed about the Housing Element update.

Outreach

Staff began the outreach process with a multi-faceted approach in November 2021 through 1) the establishment of a Housing Element page on the City’s website, which is maintained by LWC and city staff, and is linked to the City’s main webpage; 2) six Housing Element pop-up tables at various events around the city; 3) ongoing small group virtual meetings about the Housing Element, ranging from 2 to 8 attendees (15 have been held to date); 4) a double page ad in the Town Crier on January 12, 2022 and February 23, 2022; 5) ongoing Housing Element newsletters and alerts for over 125 persons who have signed up on the interest list, 6) Two Community workshops have been held virtually, the first on January 13th for over 50 households, and the second on March 1st, for over 150 households.

To begin the initial phase of education about the Housing Element, LWC and staff presented to the City Council and Planning Commission at a joint study session on December 14, 2021. Small group meetings and Housing Element pop-ups began in December and are ongoing. The first virtual Community Workshop was held on January 13, 2022, and was attended by over 50 participants, who met together and then in small group breakout sessions to allow for maximum participation on identifying the city’s housing needs and issues. Additionally, LWC has met with for-profit and non-profit housing developers. Staff is meeting with various business and community groups in February and March to receive input on workforce housing needs in the community. A second virtual Community Workshop was held on March 1st and attended by 150 households. At this meeting, LWC presented opportunity sites that met the HCD screening and also indicated several areas where development standards such as height or density might be approved to allow for more residential development. Many comments were recorded and are documented on the Housing Element website under the summary for Community Workshop #2.

Within small group meetings, staff has met and spoken with members of the League of Women Voters, Los Altos Residents, Los Altos Village Association, and the Los Altos Property Owners Downtown. The week of February 7th, letters were sent to the following organizations with



Subject: Housing Element Update and Expansion of Housing Element Council Subcommittee Role

upcoming meeting dates and an invitation to schedule small group meetings with the Interim Planning Director: Los Altos Women’s Caucus, Los Altos Assistance League, Los Altos Affordable Housing Alliance, Friends of Los Altos, Green Town Los Altos, Heising-Simons Foundation, David and Lucile Packard Foundation, Los Altos History Museum, Friend of the Library, Los Altos Rotary Club, Los Altos Kiwanis, American Legion, Los Altos Forward, and Los Altos Community Coalition

The next phase of the housing element update preparation process will be information and feedback on the potential housing element sites and potential rezoning sites in the City. Staff will send a postcard mailing in mid-February to all Los Altos residents, informing them of the upcoming community workshop on March 1st, for feedback on the potential sites and rezoning opportunities and directing them to the Housing Element website for complete information. A map of potential sites and rezoning opportunities will be posted on the Housing Element website prior to the March 1st, community workshop.

City staff and LWC added the second Community Workshop on March 1st, regarding the sites analysis and rezoning, prior to the public draft of the Housing Element anticipated in April, in response to public comments and to ensure early feedback from the community.

Housing Element Next Steps

As displayed in presentations to City Council and on the City Housing Element website, which is directly accessible through the main City webpage, the next steps for the Housing Element Update process include the following upcoming key dates:

- March 22, 2022: Request Council direction to staff on a policy for the overall Council goal to update the Housing Element, in particular, in terms of the size of the buffer (units beyond RHNA) to target, and whether it will be minimal or providing greater opportunity for housing development. Additionally, the Annual Progress Report will be presented to City Council on the consent calendar to show the past year’s progress toward current Housing Element.
- Early May 2022: Draft Public Housing Element released and posted for 30-day public comment period.
- May 24, 2022: First Joint Planning Commission/City Council meeting on Draft Housing Element to receive feedback on any revisions to the draft prior to submittal to State Department of Housing and Community Development (HCD) which will occur by July 2022. A second meeting may also be scheduled in June.



Subject: Housing Element Update and Expansion of Housing Element Council Subcommittee Role

LWC contract

The City contracted with LWC for the total amount of \$600,228 for Housing Element Update preparation. To date, the City has received an invoiced amount of \$124,000. Staff has taken on a significant amount of the outreach and staffing work in order to reduce overall costs on the project. It is anticipated that the project can remain on budget and on-time to deliver an adopted Housing Element Update by the end of December 2022, provided no additional meetings are requested by the City Council. If additional meetings are required or requested, a per meeting fee will apply and additional funds will need to be allocated from the General Fund. Grant funding was received by the City for \$35,000 toward the Housing Element. The Housing Element is a project within the approved FY 2021-2022 CIP budget.

Housing Element Council Subcommittee Role

The Housing Element Council Subcommittee was initially formed to provide input to staff related to community engagement in the Housing Element Update process. As the Housing Element Update has progressed from the education and outreach stage to a second phase, including sites analysis and feedback, the Housing Element Subcommittee has re-envisioned their role to be expanded to include feedback and input on the overall Housing Element Update process, particularly with regard to policy direction, timing and outreach.

Recommendation

The Housing Element Council Subcommittee and staff recommend the Council expand the role of the Housing Element Council Subcommittee to include feedback and input on the overall Housing Element Update process.

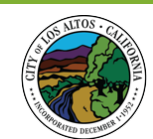
CITY HALL

City of Los Altos

Housing Element Update
City Council Meeting
March 22, 2022

Presentation Outline

1. Housing Element Overview
2. Sites Inventory Analysis
3. Community Feedback
4. Next Steps



Housing Element Overview



What is the Housing Element?

A REQUIRED SECTION OF THE CITY'S GENERAL PLAN

- Assess housing needs and conditions
- Accommodate projected housing unit demand
- Set citywide housing goals, policies, programs, and objectives

Other General Plan Elements



Land Use



Mobility



Conservation



Open Space



Safety

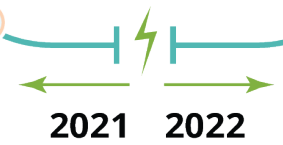
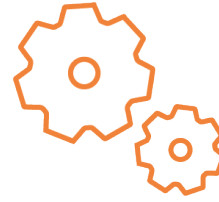


Noise

For more information see losaltoshousing.org

Process 2021-2022

WE ARE HERE



Engagement Activities



Focus Group Meetings & Small Group Meetings



Pop-Up Events



Community Workshops



Study Sessions and Public Hearings

Additional Outreach Media

- Postcard Mailer
- Letters
- Email Newsletters
- Website Comment Form
- Newspaper Ads

Housing Element Components



Policy and Programs Review



Housing Needs Assessment



Housing Constraints Assessment



Adequate Sites Inventory



Housing Resources Assessment



Implementation Plan

Sites Inventory Analysis



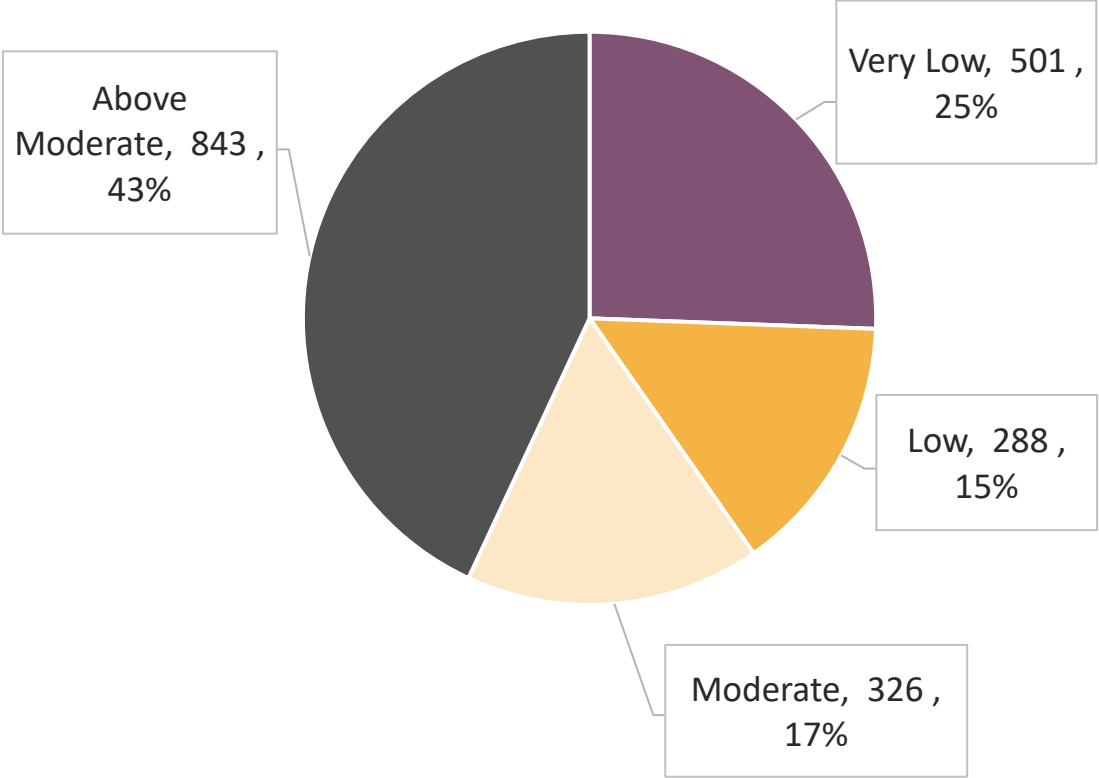
Regional Housing Needs Allocation (RHNA)

- **RHNA** is the amount of housing each city must plan for in the Housing Element
- The City’s RHNA (2023-2031) is **1,958 total units**

Santa Clara County Income Limits					
Number of Persons in Household:		1	2	3	4
County Area Median Income (AMI): \$151,300	Very Low Income (30-50% AMI)	\$58,000	\$66,300	\$74,600	\$82,850
	Low Income (50-80% AMI)	\$82,450	\$94,200	\$106,000	\$117,750
	Moderate Income (80-120% AMI)	\$127,100	\$145,250	\$163,400	\$181,550

Source: Department of Housing and Community Development, 2021

Los Altos RHNA by Income Level



For more information see losaltoshousing.org

Sites Inventory Analysis Approach

- Demonstration of appropriate and adequate zoning to accommodate RHNA
- State (HCD) requirements / guidance
 - ADU projections
 - Project approved, in process (Certificate of Occupancy after 6/30/22)
 - Capacity analysis
 - Non-vacant sites realistic potential
- Conservative approach



Sites Inventory Analysis

METHODS TO SHOW RHNA CAPACITY

- Accessory dwelling units
- Projects approved, in process
- Vacant sites
- Non-vacant sites



For more information see losaltoshousing.org

Sites Inventory Analysis

KEY SCREENING CRITERIA

- Zoning allows residential
- Not a pipeline project site
- Not a historic resource
- Vacant or improvement value to land value ratio less than 1.0
- Existing structure (if any), was built in 1980 or earlier
- Existing use doesn't preclude housing (e.g., not an existing utility, gas station, national fast-food chain, etc.)
- Non-vacant sites have realistic development potential (e.g., underutilized, no known leases preventing residential development, etc.)



Sites Inventory Analysis

KEY ASSUMPTIONS

- **Lower income sites** must be at least 0.5 acres and allow at least 30 units per acre (or have density trends averaging at least 30 units per acre)
- **Moderate income sites** must allow at least 20 units per acre (or have density trends averaging at least 20 units per acre)
- Units projected at **70% of maximum density or average density trend** if no maximum density for that zone*

** If no development trend and no maximum density standard, the lowest density standard for similar zones applied*

Sites Inventory Analysis

Over 80% of RHNA estimated to be accommodated through existing zoning, ADUs, and pipeline projects

- RHNA shortfall of approximately 360 units in lower and above moderate-income categories (surplus in moderate income category)
- **Conservative estimate** of approximately **500 units** (includes a 20% buffer) to accommodate through changes in zoning standards
- Community input

Preliminary Zoning Modification Options

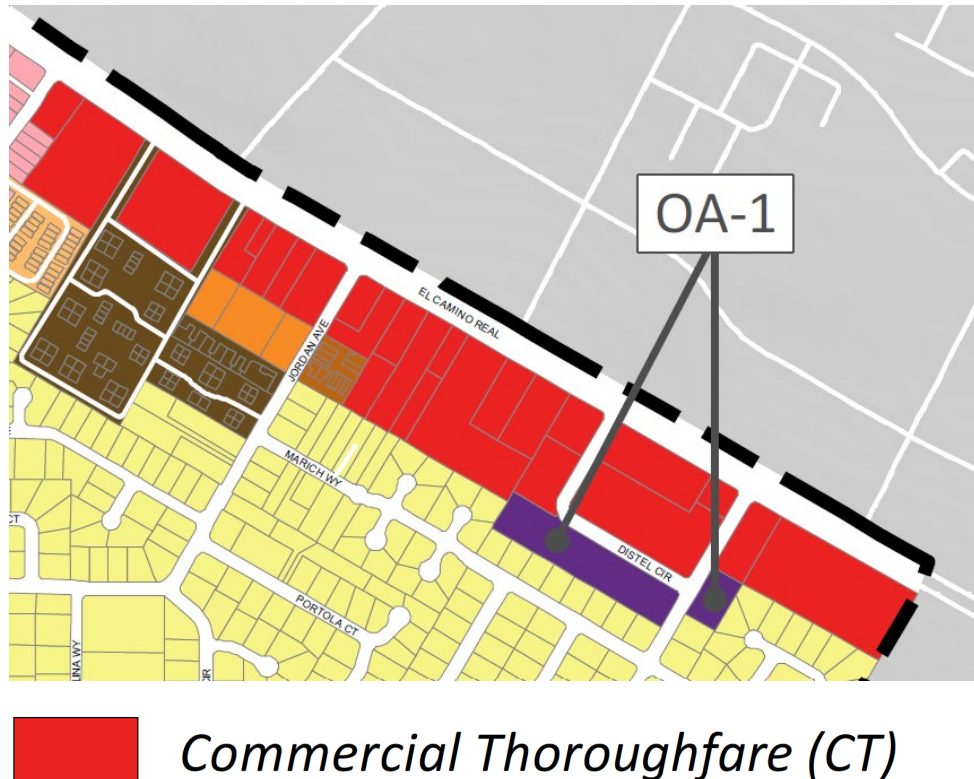
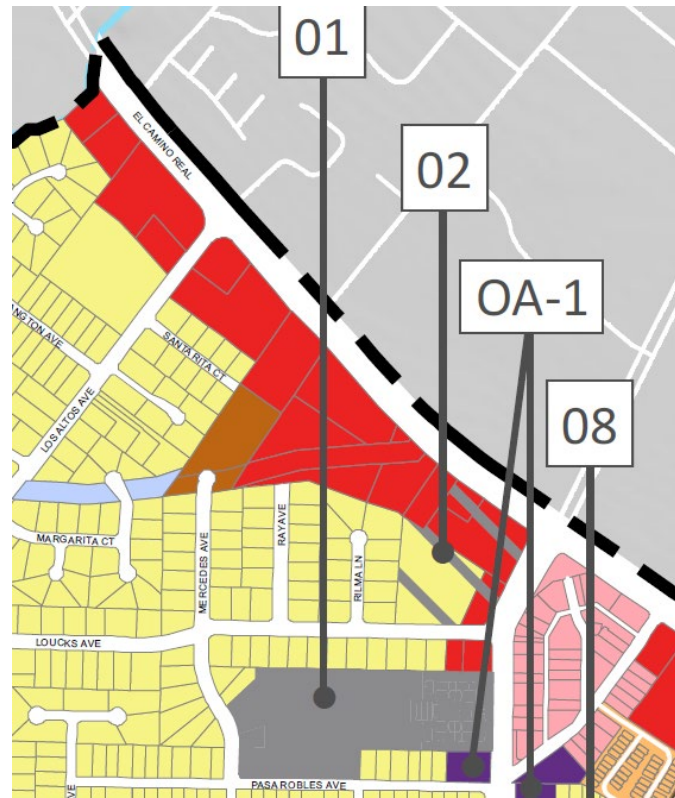
POLICY CONSIDERATIONS

- Commercial Thoroughfare Zone (CT District)
- Public and Community Facilities Zone (PCF District)
- Office Administrative Zone (OA District)
- Commercial Retail Sales (CRS District)
- Loyola Corners Specific Plan
- Other?


** Changes to zoning standards to remove constraints to housing production are also anticipated, but these may not result in additional RHNA capacity*

Commercial Thoroughfare (CT) Zone

ALLOW HIGHER DENSITY IN THE COMMERCIAL THOROUGHFARE (CT) DISTRICT?



Estimated RHNA
Unit Capacity
(net):
50-130 units

 Commercial Thoroughfare (CT)

Example: Commercial Thoroughfare (CT) Zone

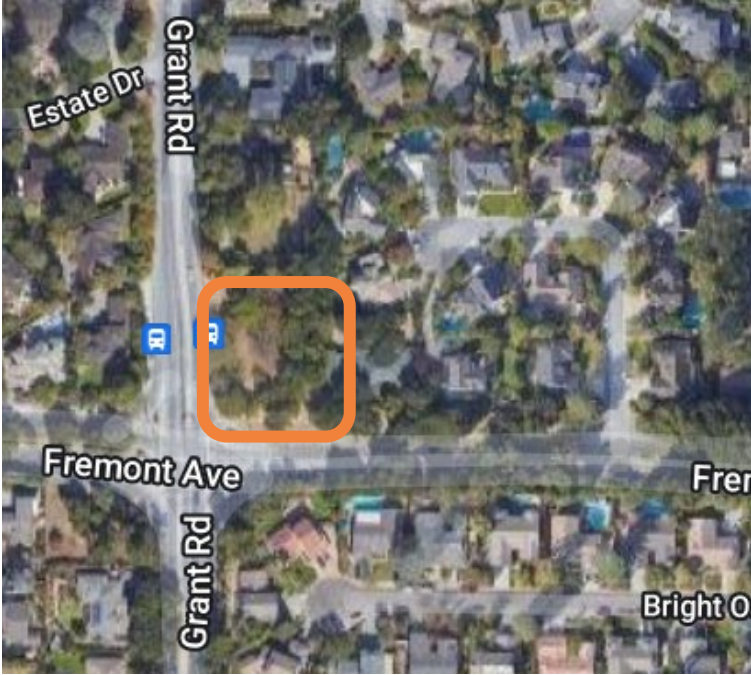
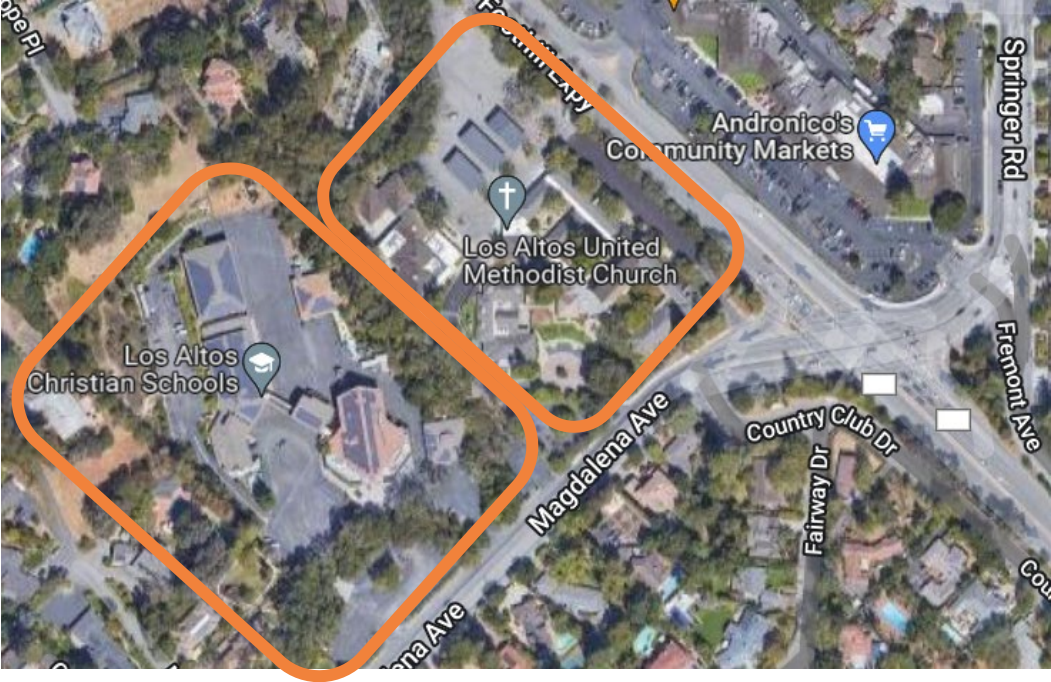
330 DISTEL CIRCLE AFFORDABLE HOUSING PROJECT UNDER REVIEW

- 90-unit affordable housing project
- Density - 104 units/acre
- Height - 64 feet



Public & Community Facilities (PCF) Zone


ALLOW RESIDENTIAL ON CERTAIN PCF-ZONED PARCELS?



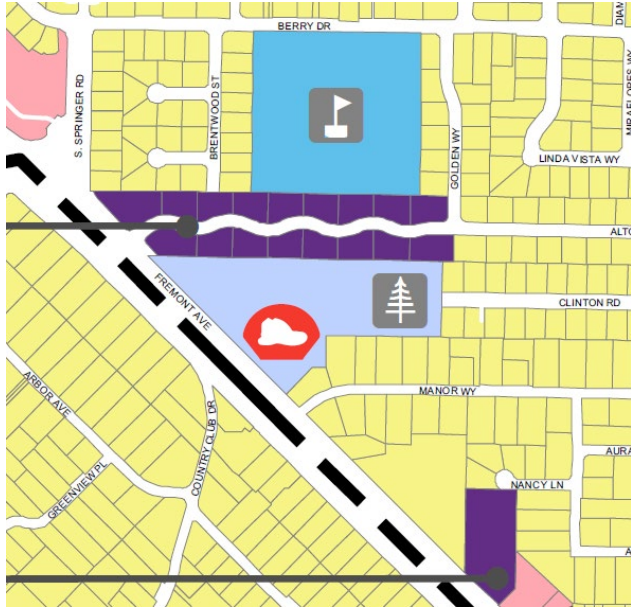
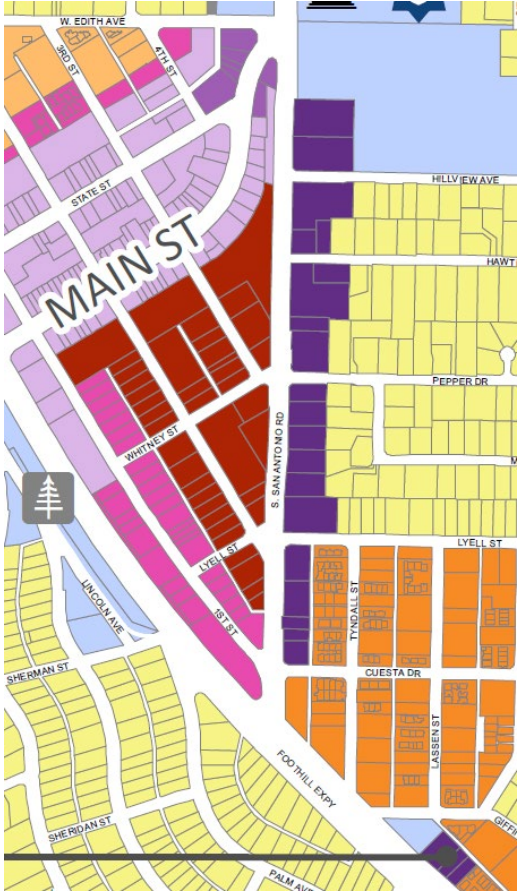
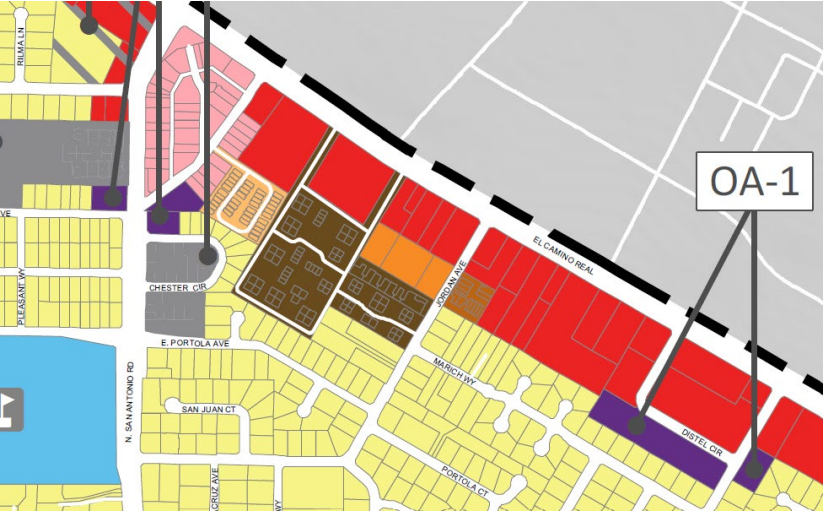
Estimated RHNA
Unit Capacity:
10-260 units

Office Administrative (OA) Zone

ALLOW RESIDENTIAL IN THE OA DISTRICT?

 Office/Administrative (OA)

Estimated RHNA
Unit Capacity:
150-250 units



Example: 3-Story Residential

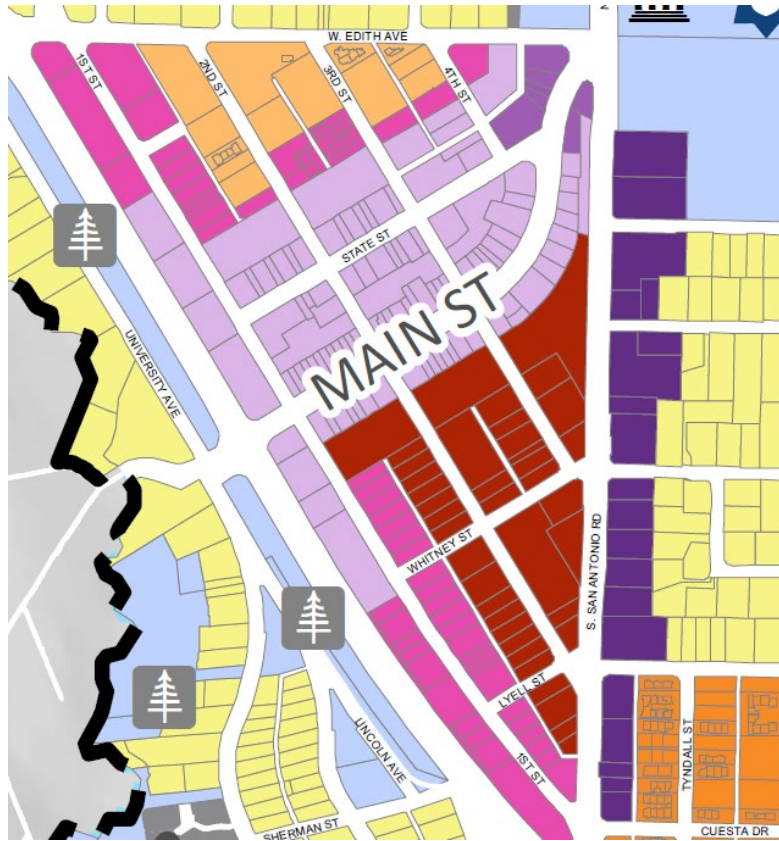
425 FIRST STREET RESIDENTIAL PROJECT UNDER CONSTRUCTION

- 20 units (2 moderate income, 1 low income)
- Density - 74 units/acre
- Height - 35 feet (3 stories, parking underground)
- Commercial Downtown/Multifamily (CD/R3) Zone



Commercial Retail Sales (CRS) Zone

ESTABLISH A MINIMUM DENSITY AND ALLOW 3 STORIES (OR 100% RESIDENTIAL USES) IN THE CRS DISTRICT?



 Commercial Retail Sales (CRS)

Estimated RHNA
Unit Capacity
(net):
25-60 units

Example: 3-Story Mixed-Use

385-389 FIRST STREET MIXED-USE PROJECT UNDER CONSTRUCTION




- 10 units (1 moderate income)
- Density - 45 units/acre
- Height - 38 feet (3 stories, parking underground)
- Commercial Downtown/Multifamily (CD/R3) Zone

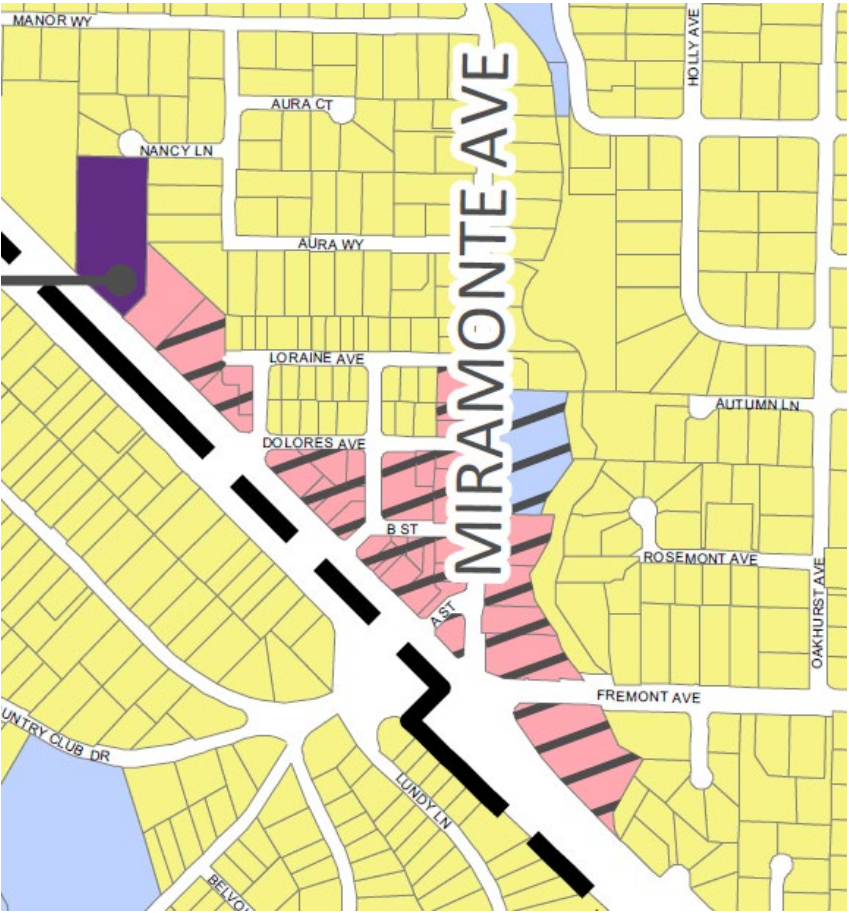


Loyola Corners Specific Plan (LCSP)

REMOVE THE DENSITY CAP AND ALLOW 3 STORIES (OR 100% RESIDENTIAL USES) IN THE LCSP?

Estimated RHNA
Unit Capacity
(net):
35-95 units

-  Loyola Corners Specific Plan (LCSP)
-  Public & Community Facilities (PCF)
-  Commercial Neighborhood (CN)



Example: Loyola Corners Specific Plan (LCSP)

996 LORAIN AVENUE MIXED-USE PROJECT UNDER REVIEW

- 12 residential units (2 moderate income)
- Density - 60 units/acre
- Height - 41 feet (3 stories)

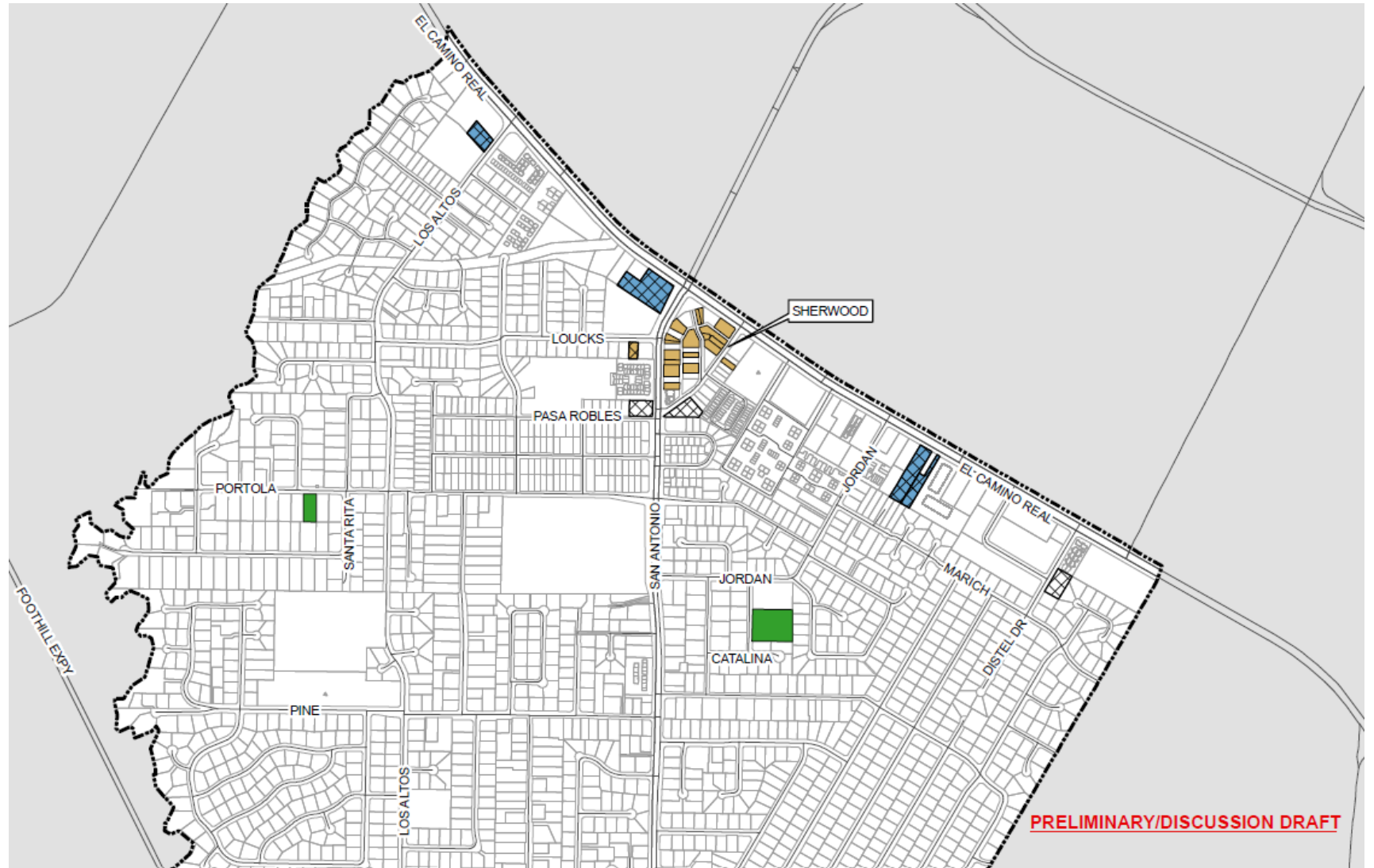


Preliminary Sites/Zoning Modification Options

Maps

NORTHERN

- Above Moderate (<20 units/acre)
- Moderate (20 - 29 units/acre)
- Lower (30+ units/acre and >0.5 acres)
- Candidate Parcels for Zoning Amendments
- Parcels
- City Limits
- Road Centerlines



PRELIMINARY/DISCUSSION DRAFT

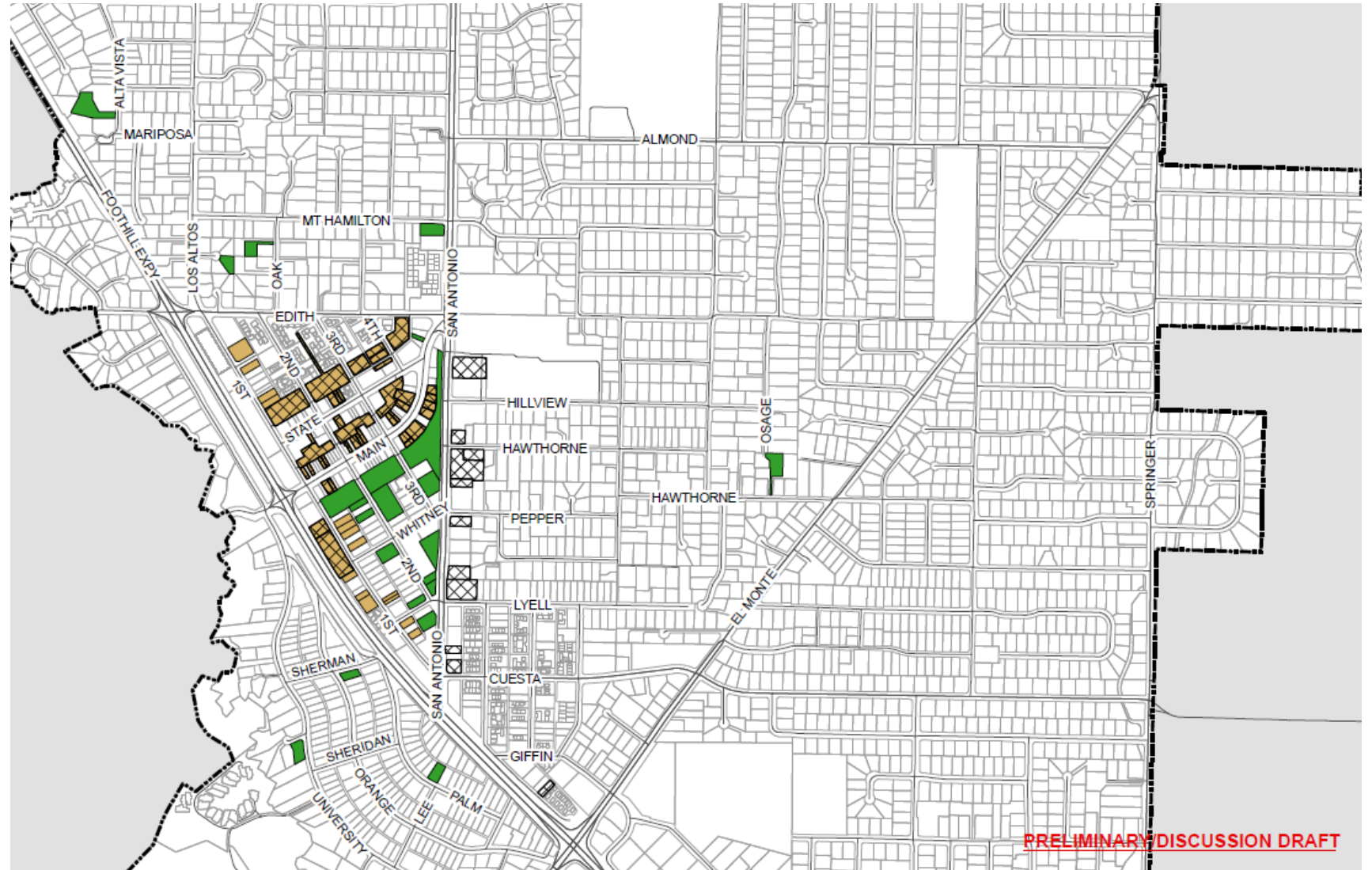


Preliminary Sites/Zoning Modification Options

Agenda Item # 6.

Maps

NORTH-CENTRAL



- Above Moderate (<20 units/acre)
- Moderate (20 - 29 units/acre)
- Lower (30+ units/acre and >0.5 acres)
- Candidate Parcels for Zoning Amendments
- Parcels
- City Limits
- Road Centerlines

PRELIMINARY DISCUSSION DRAFT

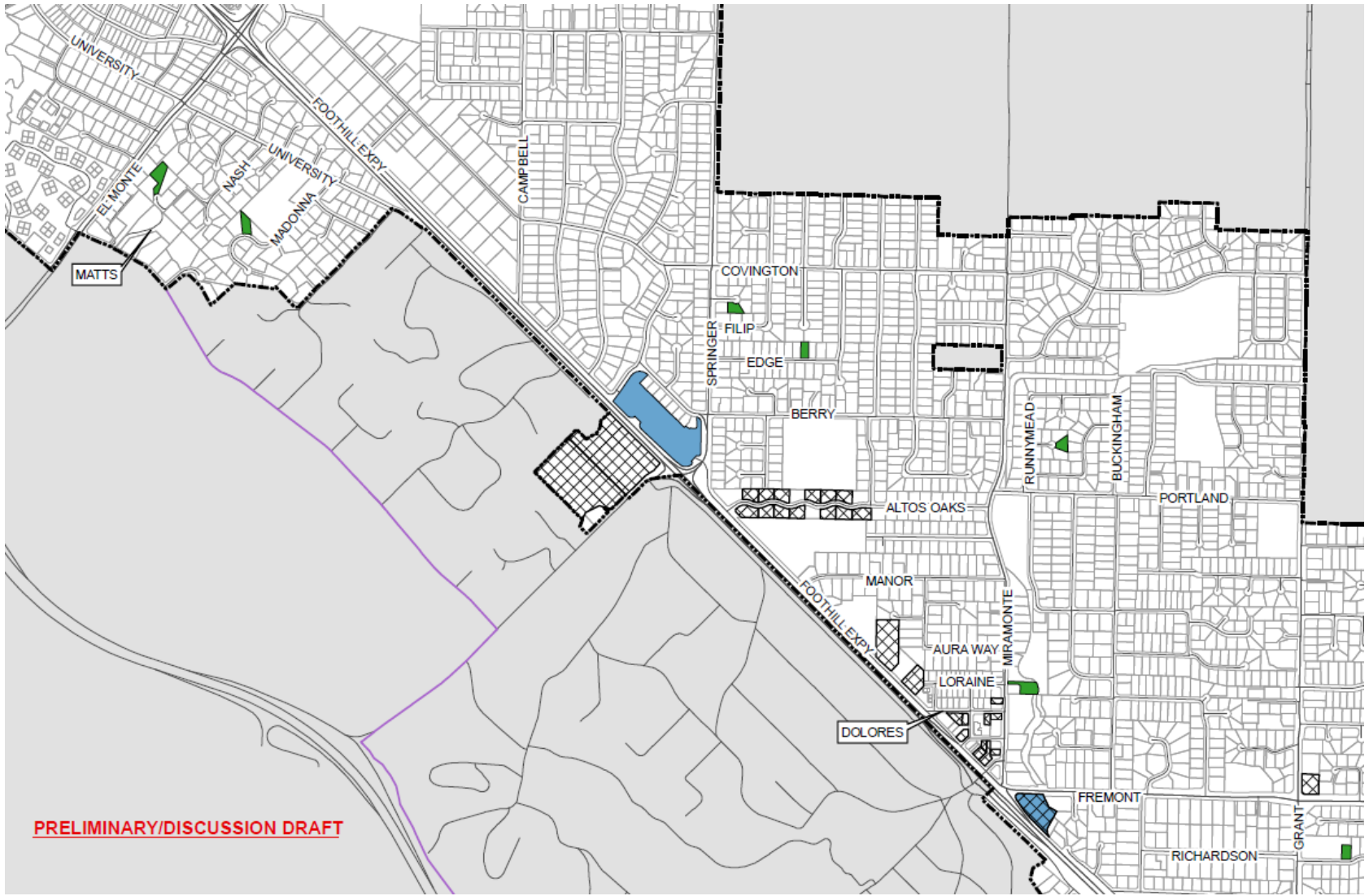


Preliminary Sites/Zoning Modification Options

Maps

SOUTH-CENTRAL

- Above Moderate (<20 units/acre)
- Moderate (20 - 29 units/acre)
- Lower (30+ units/acre and >0.5 acres)
- Candidate Parcels for Zoning Amendments
- Parcels
- City Limits
- Sphere of Influence
- Road Centerlines

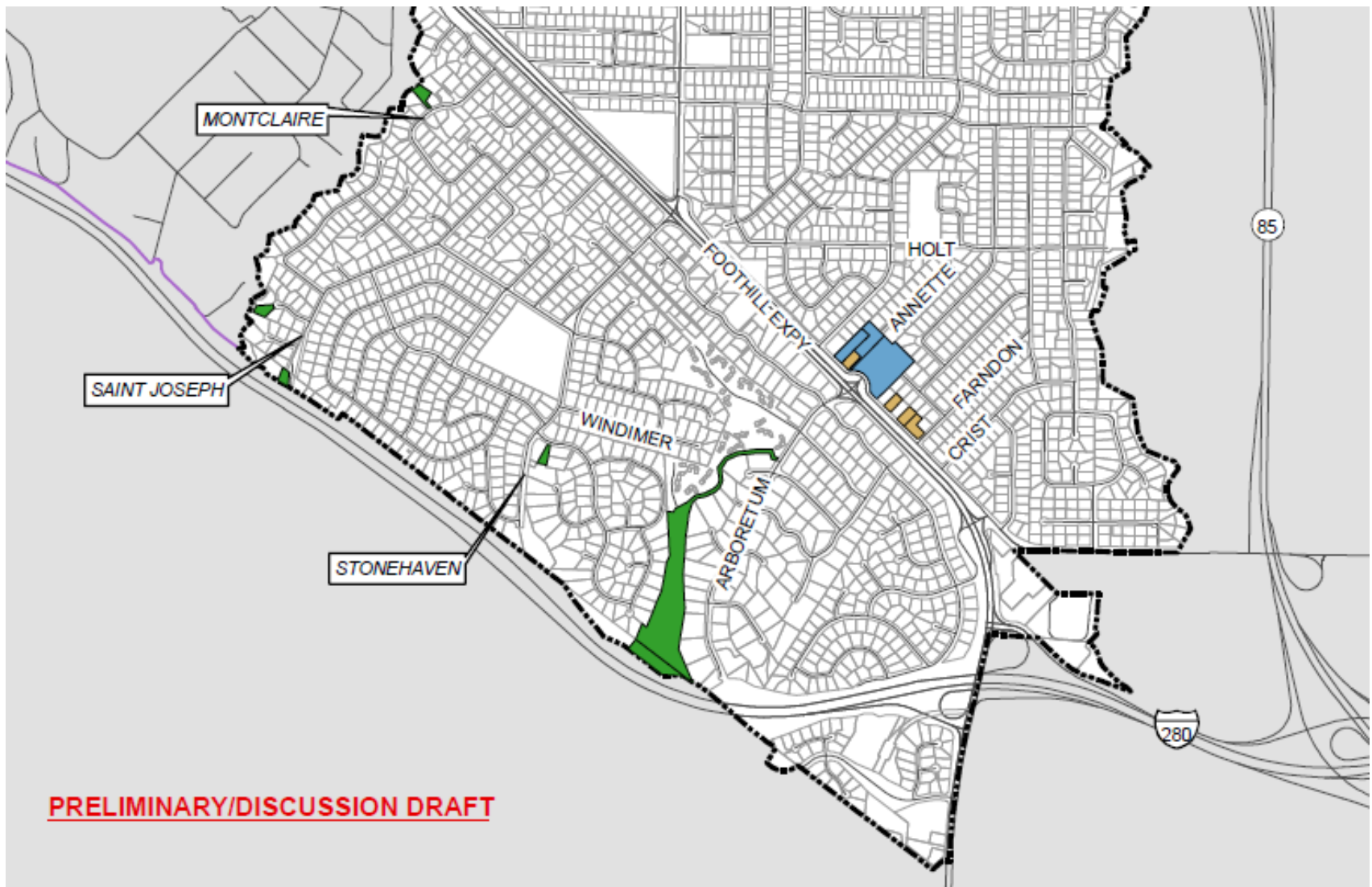


Preliminary Sites/Zoning Modification Options

Agenda Item # 6.

Maps

SOUTHERN



- Above Moderate (<20 units/acre)
- Moderate (20 - 29 units/acre)
- Lower (30+ units/acre and >0.5 acres)
- Candidate Parcels for Zoning Amendments
- Parcels
- City Limits
- Road Centerlines

PRELIMINARY/DISCUSSION DRAFT



Preliminary Sites Analysis and Zoning Modification Options Summary

- Zoning modification options could address estimated RHNA shortfall plus a buffer
- Community feedback

Conservative Estimated
RHNA Shortfall (including
20% buffer):

500 units

Zoning Modification
Options Total Estimated
RHNA Unit Capacity (net):

270-795 units

Community Feedback



Community Feedback



Next Steps



Next Steps

- March-April: Drafting the Housing Element
- April/May: Public Draft Housing Element available
- May:
 - Community Workshop #3
 - City Council/Planning Commission Study Session

Stay Informed and Involved

Losaltoshousing.org

Sign up for project emails!

housingelement@losaltosca.gov



PUBLIC CORRESPONDENCE

The following is public correspondence received by the City Clerk’s Office after the posting of the original agenda. Individual contact information has been redacted for privacy. This may *not* be a comprehensive collection of the public correspondence, but staff makes its best effort to include all correspondence received to date.

To send correspondence to the City Council, on matters listed on the agenda please email PublicComment@losaltosca.gov

From: [Marie Young](#)
To: [Public Comment](#)
Subject: Public Comment Item #6, City Council meeting of March 22
Date: Sunday, March 20, 2022 5:29:28 PM

March 20, 2022

Dear Mayor Enander and Members of the City Council,

The Steering Committee of Los Altos Community Voices, a broad coalition of forward-looking, moderate community members, urges you to develop a detailed process, including how and which questions will be asked and by whom, for determining realistic potential sites for housing at all affordability levels so that the upcoming Housing Element has a reasonable chance of being accepted by the state.

We understand that the current, preliminary site inventory has not been vetted as to size of parcel, current zoning and use, number of units that could be accommodated, and any constraints to development. In addition, the updated list, including the street address of each site, should be provided to **all of you** as soon as possible - otherwise how will you determine if and how to up-zone various parcels or areas of the City? Interested members of the public also are interested in this information – perhaps via the housing element website.

As you well know, to have our Housing Element accepted by HCD, we must provide an inventory of sites that have a reasonable possibility of being developed as housing (or denser housing) or we face state takeover of development approval decisions, among other potential consequences. More importantly, it is in the interest of all residents to develop housing that is affordable to workers upon whose services we rely including teachers, first responders, medical personnel, City employees, and retail staffers.

As always, thank you for your service to our community.

Robin Abrams, Kim Cranston, Cathy Lazarus, Bill Sheppard, Marie Young

LACV Steering Committee

(Curtis Cole, also a Steering Committee member, is away on vacation and so unavailable to approve the addition of his name to this letter.)

From: [Jennifer Granath](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT AGENDA ITEM 5 and 6 - MEETING DATE 3/22/2022
Date: Monday, March 21, 2022 9:01:01 AM

Dear council

I'm writing to issue public comment on the upcoming agenda items 5 and 6 for tuesday's meeting.

Item 5:

There are businesses along El Camino that need to have customers park on the street. I do not agree that the parking should be eliminated on El Camino. I voted against it when VTA was planning to take over a dedicated lane on El Camino and I vote against it now. Having a mother and father with mobility issues has deepened my understanding that not everyone can walk or bike and that being able to park close to your destination is imperative. I voted against this when VTA wanted to have a dedicated lane for busses and I vote against it now. Please vote NO in eliminating the parking along El Camino.

Item 6:

Please vote against turning our parking plazas into housing. I have lived in Los Altos for 33 years and I have seen many changes over the years. Namely, stores coming and going, but one thing that remains consistent is the ease with which we can park near our intended store, and walk along state or main street in the process. I do not want Los Altos to become Mountain View, or Burlingame or even Redwood City for that matter where parking is a nightmare. If I had wanted that, i would have chosen to move to those cities. Rather I chose Los Altos for its convenience to "pop" downtown to frequent one of the shops or get a cup of coffee. Please vote NO and do not replace the parking plazas!

Thank you

J _____ ath


Adelina Del Real

From: Babette Squires [REDACTED]
Sent: Tuesday, March 22, 2022 12:58 PM
To: Public Comment
Subject: Item #6, March 22, 2022

Categories: Yellow category

RE: potential rezone along El Camino Real to allow 50 to 60 foot building height which would affect light and privacy to homes along the East side of San Antonio Rd. Where side or back yards would be affected.

Please vote NO!

This would affect those homeowners properties in a very negative way and set a bad precedent for all of Los Altos.

Babette Squires
Sent from my iPad

Adelina Del Real

From: Pat Marriot [REDACTED]
Sent: Tuesday, March 22, 2022 11:49 AM
To: Public Comment
Cc: City Council
Subject: Public Comment Item 6 March 22, 2022 Housing Element
Attachments: 2-28-22 portola valley presentation Visualizing Density.pdf

Categories: Yellow category

Council Members,

If you're like me, you may have difficulty visualizing densities or heights of proposed new housing developments. Lisa Wise Consulting has not helped us in this regard, in spite of repeated requests from residents.

I received the attached from a friend in Portola Valley, which I find helpful when trying to envision future possibilities. I hope it will be beneficial as you consider RHNA requirements.

Pat Marriott

Housing Sites Inventory Part III: Visualizing Density

February 28, 2022

Ad Hoc Housing Element Committee



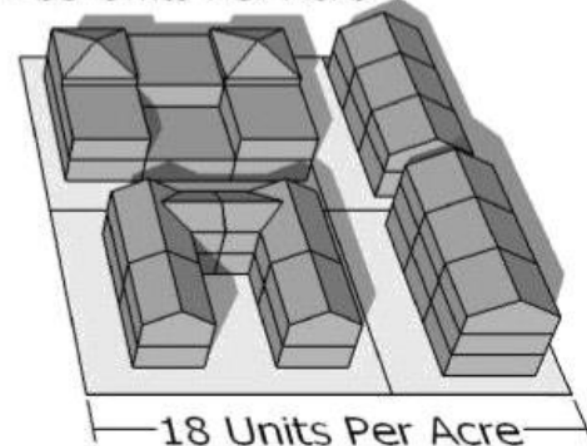
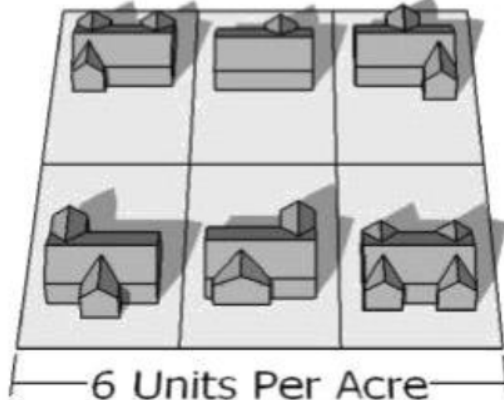
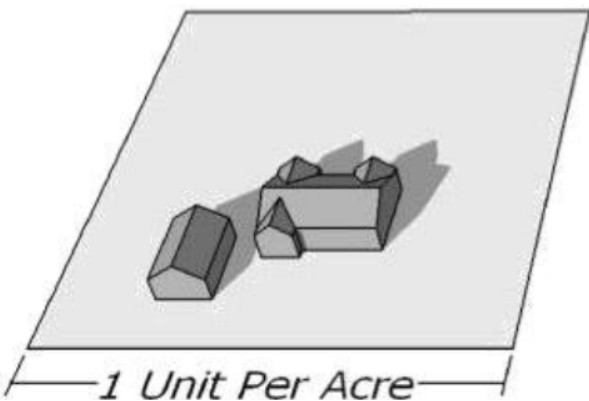
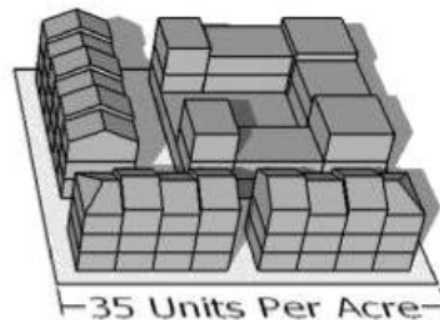
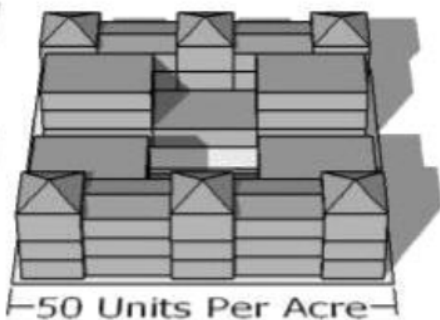
Key Topics

Visualizing Density- Generally

Missing Middle Housing Defined

Images of Missing Middle Housing - Various Densities

Visualizing Density



Missing Middle Defined

- A term used to describe multiple units on a single parcel (whether attached or detached) that are *designed to be compatible with single family homes*
- Common housing types include duplexes; triplexes; fourplexes; courtyard apartments; cottage courts; townhomes; triplex stacked (vertical); and live-work spaces

Range of Missing Middle Types

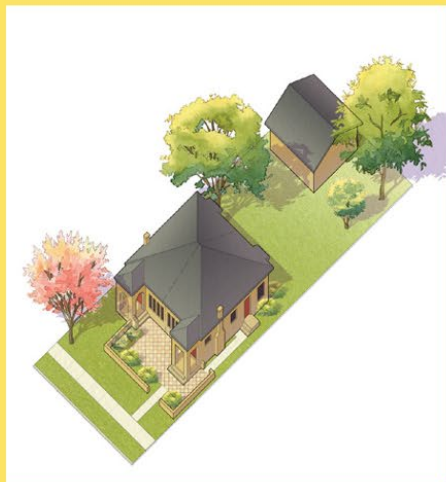
- There are eight Middle Housing types with variations of each of these types
 - Each type has the massing of either a small, medium or large house
 - Upper Middle Housing types (three stories tall) include massing standards to visually break down their size and relate them to neighboring two-story houses
 - The large Middle Housing types (Multiplex Large and Courtyard Building) include massing standards to make sure that each building looks like a large single-unit house.

Range of Missing Middle Types



Range of Missing Middle Types

The Palette of Missing Middle Housing Types:



Duplex Side-by-Side:

2 units; Density: 8-20 du/ac



Duplex Stacked:

2 units; Density: 11-37 du/ac



Cottage Court:

3-10 units; Density: 18-44 du/ac

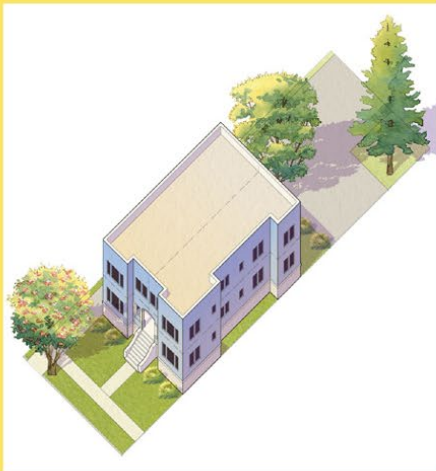


Fourplex:

3-4 units; Density: 15-35 du/ac

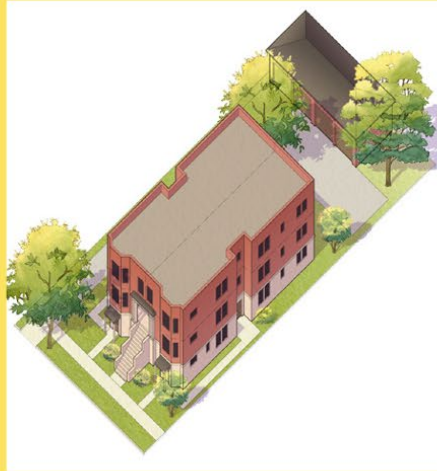
Range of Missing Middle Types

Opticos Design Inc.



Multiplex Small:

6-10 units; Density: 39-61 du/ac



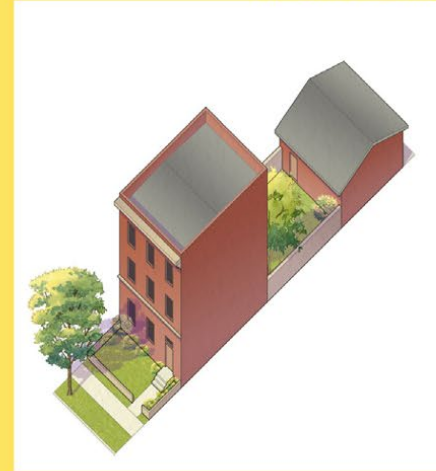
Multiplex Large:

7-18 units; Density: 44-70 du/ac



Courtyard Building:

6-25 units; Density: 54-70 du/ac



Townhouse:

1 unit; Density: 14-28 du/ac

Example – About 19 DU/Ac



Example – About 25 DU/Ac



Example – 18-32 DU/Ac



Example – 16-18 DU/Ac



Using Attic Stories



An attic story is entirely within the volume of the roof and adds habitable space to the building without adding the appearance of another story

2 stories with a 3rd story within the roof volume/attic space

END



Adelina Del Real

From: Administration
Sent: Tuesday, March 22, 2022 9:56 AM
To: Public Comment
Subject: FW: LWV LAMV Letter to Los Altos Council re: the Housing Element Update
Attachments: Letter to Los Altos Council re Housing Element Update.pdf

Categories: Yellow category

Sincerely,



Andrea M. Chelemengos, MMC
City Clerk
City of Los Altos
 1 N. San Antonio Road | Los Altos, CA | 94022
 Direct: (650) 947-2610
achelemengos@losaltosca.gov

Visit [City of Los Altos Website](#) for the most current community information.

From: Karin. Bricker [REDACTED]
Sent: Sunday, March 20, 2022 6:03 PM
To: City Council <council@losaltosca.gov>; Administration <administration@losaltosca.gov>; Anita Enander <aenander@losaltosca.gov>; Sally Meadows <smeadows@losaltosca.gov>; Neysa Fligor <nfligor@losaltosca.gov>; Lynette Lee Eng <lleeeng@losaltosca.gov>; Jonathan Weinberg <jweinberg@losaltosca.gov>
Cc: Gabriel Engeland <gengeland@losaltosca.gov>; Jon Maginot <JMaginot@losaltosca.gov>; Laura Simpson <lsimpson@losaltosca.gov>; Sonia Lee <SLee@losaltosca.gov>; Andrea Chelemengos <achelemengos@losaltosca.gov>
Subject: LWV LAMV Letter to Los Altos Council re: the Housing Element Update



March 20, 2022

Mayor Enander and Members of the City Council
City of Los Altos
1 N. San Antonio Road
Los Altos, CA 94022

Re: Council Meeting, March 22, Agenda #6-Housing Element Status Update and Expanding Housing Element Council Subcommittee

Dear Mayor Enander and Members of the City Council:

The League of Women Voters supports the State plan that includes RHNA and certified Housing Elements.

We also support transparency in government. In order to provide adequate information for community feedback (in addition to Council and Planning Commission input) we suggest that you provide **a list of the specific sites in the site inventory with street addresses** as well as: the size of the parcel, existing use and zoning, the estimated number of net new units, along with any known constraints as soon as possible. Sites that are proposed for rezoning should be clearly shown with similar information. According to the Staff report, it seems that we won't see this information until early May. Delaying that long allows very little time for analysis of the site inventory by the Council, the Planning Commission, or the public.

We also urge the scheduling of additional Council and Planning Commission meetings in April to give direction on programs and policies that the Housing Element must provide. The Staff report infers that this discussion will not occur until late May. We believe this discussion should take place in the presence of the **entire** Council, not only because it is important for all Councilmembers to be involved, but so the public can be part of this discussion. Programs and policies are a key component of the Housing Element. For example, the downtown parking plazas are shown as possible housing sites, but unless there is a program to relocate the parking, these sites have little development potential. We would like to see the proposed programs much earlier so that everyone can comment on possible policies such as reduced parking requirements, revision of the current inclusionary ordinance, review of constraints on the building of housing, especially as identified by market-rate and nonprofit developers.

We also suggest that comments received on the Housing Element in the small group discussions and those provided in stakeholder meetings be posted as soon as possible on the Housing Element website.

(Please send comments related to this letter to Sue Russell at [REDACTED])

Karin Bricker, President LWV of Los Altos Mountain View
cc: Gabriel Engeland Laura Simpson Sonia Lee
 Jon Maginot Andrea Chelemengos

Adelina Del Real

From: Los Altos Affordable Housing Alliance <losaltosaffordable@gmail.com>
Sent: Monday, March 21, 2022 8:36 PM
To: Public Comment
Cc: Laura Simpson; Gabriel Engeland
Subject: Public Comment Agenda Item #6, Housing Element Update - 3/22/22
Attachments: LAAHA letter to Council 3.22.22.pdf

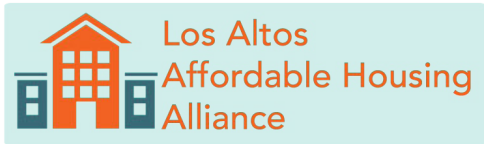
Categories: Yellow category

Hello Council,

Please find attached a public comment re: the Housing Element update.

Thank you,
LAAHA Steering Committee

--
Los Altos Affordable Housing Alliance
To educate and inspire the Los Altos community to build housing that is affordable for our workforce.



March 22, 2022

Honorable Mayor Enander and Members of the City Council:

The city of Los Altos faces hard decisions. In our Housing Element, we need to upzone our city for hundreds of new homes. We need to eliminate some current constraints on building new housing. We need to institute programs to promote the building of more affordable homes.

As we have seen in other cities, deciding what to include in a Housing Element is a contentious process because the City, with the input of residents, must choose between difficult alternatives. Some residents may not be in favor of upzoning at all in Los Altos, but we have to upzone somewhere. Given that fact, the question is about where and how, rather than if at all.

Thus far, we have not been presented with the alternatives we realistically face, and before the draft housing element is written, the public and the City Council must see the tradeoffs. We need to see the preliminary site list, with the address, current use and number of homes expected for each site. We need to see the alternatives to be considered for upzoning, again with the address, current use and number of homes expected for each site. We also need to see the programs being considered.

Therefore, we support

1. The public release of a complete and detailed Preliminary Site Inventory list, including all possible alternatives.
2. Council and Planning Commission Meetings in April to discuss Housing Element programs, such as parking requirements, constraints on building, and fees on affordable units, to name just a few. These meetings should happen before the draft Housing Element is completed.

Up to this point, the City has made admirable efforts to explain to the public what the Housing Element is. Those efforts must be followed up with detailed information on the choices we face, so that the public can weigh in on which choices we support, in full knowledge of the tradeoffs that must be made. We encourage you to act with urgency.

Respectfully,
The LAAHA Steering Committee

Los Altos Affordable Housing Alliance
Committed to educating and inspiring the Los Altos community to build housing that is affordable for those who live and work in Los Altos
<https://losaltosaffordablehousing.org/>

Adelina Del Real

From: Didier Moretti <[REDACTED]>
Sent: Monday, March 21, 2022 7:25 PM
To: Public Comment
Subject: Public Comment Agenda Item #6 - March 22, 2022

Categories: Yellow category

Dear Sir/Madam

Ref: Item #6 on the agenda

We are long time Los Altos residents, and are **alarmed by the prospect of replacing all parking plazas downtown with housing, apparently without any plans to build significant new parking spaces** to replace the lost parking, and to provide for any new tenants and their visitors.

We understand the need to support more housing, and we are not big fans of lots of car traffic downtown. While we support allowing restaurants to continue to use part of Main and State Street, we are extremely concerned about taking away parking spots in the plazas/ replacing those with more housing and therefore more people - without any addition of underground or above ground parking structures.

We hereby request that you factor in our feedback, and that of many other Los Altos residents we speak with, and **not proceed with the current proposed plan.**

Didier Moretti



Adelina Del Real

From: Maria Bautista [REDACTED]
Sent: Monday, March 21, 2022 6:53 PM
To: Public Comment
Subject: March 22 City Council Meeting: Housing in Los Altos

Categories: Yellow category

Dear Council Members,

Please slow down. You will soon hear public outcry that the development currently taking place on First Street in Downtown Los Altos cannot be continually replicated in and around downtown without destroying the town.

The upzoning to four stories with very little setback is going to yield the “canyon” effect that so many voiced concern about when LACI proposed development of their First Street site. Residents really don’t understand what is coming. Give them time to see the new First Street- and to respond to its intense density.

Rezoning either downtown parking plazas or commercial sites near downtown for housing may have been a worthy idea if there were tight restrictions on density and design. However, the current trend to build out and up to the maximum capacity WILL ruin town.

We are in a free for all when we should be careful and intentional, and guiding the design and build of structures that enhance our environment with light, air and green space: the characteristics residents seek in choosing to live in Los Altos.

Los Altos can designate sites along the El Camino corridor as high density zones in character with the nature of developments that are taking place there. The El Camino corridor provides the scale of site to accommodate height and parking, with adequate setbacks. The El Camino corridor allows for more direct access to major roadways and public transportation systems. Both Larry Chu’s corner and the Los Altos Village Court on San Antonio Road at El Camino afford the opportunity for dense housing, and are arguably in need of redevelopment. Please focus there first. Done well, a gateway development may satisfy state requirements and alleviate resident concerns.

Thank you,

Maria Bautista
71 Angela Drive

Adelina Del Real

From: Linda Palmor [REDACTED]
Sent: Monday, March 21, 2022 2:55 PM
To: Public Comment
Subject: March 22nd meeting Agenda item #6 Housing Elements

Categories: Yellow category

As a long-time resident of Los Altos, I wish to express my deep concerns over the proposal of eliminating downtown parking plazas and replacing them with multi-story housing - with insufficient parking!

Please, don't tell me that everyone is going to bike or walk downtown to do their shopping. They are not! Many older residents are incapable of neither - particularly if you think that they'll be able to carry their shopping home on their bikes! What fantasy land do you live in??

I suggest you survey the majority of the **residents** of Los Altos as to what they would like to see for the downtown area for the next 20 years. Stop citing the will of the special-purpose organizations run by the handful of cronies who are responsible for most of the misinformation that the citizens receive in publications such as the Town Crier. Stop relying on non-independent consultants who prepare biased reports. Survey the residents - properly!!!! The residents moved to Los Altos for the existing vibe in the downtown area - not for an overbuilt grand canyon with no parking and fewer shops and restaurants! Compared to the amount this city wastes on consulting fees and unnecessary studies for fantasy projects, I'm sure a survey of the citizens would be a drop in the bucket.

Are you trying to kill the businesses which support our neighborhood! It's hard enough to find parking for those businesses now - particularly since the existing multistory buildings already have a dearth of parking due to their developers weaseling their way into the city council's good graces and building developments with far too few parking spaces..

Please consider the needs of your Los Altos neighbors, whom you are SUPPOSED to be representing. You obviously do not represent my needs nor those of my friends who live in Los Altos. Are the developers everything to you? Are the residents of Los Altos just chopped liver, to be derided and ignored for your glory??

Linda Palmor
[REDACTED]



AGENDA REPORT SUMMARY

Meeting Date: March 22, 2022

Subject: City of Los Altos Total Compensation Philosophy

Prepared by: Irene Barragan Silipin, Human Resources Manager

Reviewed by: Gabriel Engeland, City Manager

Approved by: Gabriel Engeland, City Manager

Attachment(s):

- Total Compensation Philosophy

Initiated by:

City Staff

Previous Council Consideration:

Special Council Meeting held on January 18, 2022

Fiscal Impact:

While employee compensation is a significant factor in the City’s budget, there are no direct financial impacts or budget actions needed for the adoption of this Total Compensation Philosophy. It is a policy statement designed to ensure an effective framework for consistency and long-term fiscal sustainability, focused on the critical aspects of attracting, retaining, and creating a positive work environment for employees.

Environmental Review:

Not applicable

Policy Question(s) for Council Consideration:

- Does the Council wish to adopt an employee Total Compensation Philosophy?

Summary:

- On January 18, 2022, staff presented to City Council the need to discuss employee attraction, recruitment and retention issues.
- At the Council Retreat, the City Council directed staff to draft a Total Compensation Philosophy that addresses the approach to employee compensation and benefits, working conditions and classification to attempt to attract and retain highly competent employees.

Staff Recommendation:

Staff recommends the City Council adopt the total compensation philosophy.



Subject: City of Los Altos Summer Internship Program

Purpose

The purpose of the City of Los Altos Compensation Philosophy is to offer a transparent, thoughtful policy framework that enables the City Council to make systematic decisions around employee total compensation.

The City of Los Altos is a service organization, and to be successful, must be able to attract and retain competent and qualified employees to meet the demands and desires of the community. To achieve and maintain these high standards of service and performance, the City must employ personnel who exemplify our City’s values. A public service environment that is attractive to such individuals depends upon many factors, including a positive culture, pride in the mission of the organization, teamwork and a collaborative work environment, a competitive total compensation program, and non-monetary benefits such as recognition in the workplace for accomplishments, professional development, and opportunities for promotion. The City is committed to becoming an employer of choice as part of an overall strategy of talent acquisition and development.

Background

On January 18, 2022, staff presented at the City Council Retreat the topic of Employee Attraction, Recruitment and Retention. Discussion of current state of the City’s compensation philosophy, classification system, turnover and separation rates, organizational continuity, and comparison of Los Altos to the marketplace.

Los Altos has been unable to retain employees, leading to more than 25% of the full-time workforce separating from service each fiscal year in recent years. Currently, less than 50% of all employees have worked in Los Altos for five years. As an example, there is only one full-time employee in the Finance Department with a tenure greater than 9 months. In Engineering Services, positions outside of senior leadership have turned over often. In this position group the median length of service with the City is 27 months, however there are currently multiple vacancies in this classification that when hired will reduce the median tenure substantially.

Discussion/Analysis

The proposed Total Compensation Philosophy is being presented to Council with an understanding that this document offers a transparent, thoughtful policy framework that enables the City Council to make systematic decisions around employee total compensation. If the City Council adopts the Total Compensation Philosophy, City staff will bring back decisions to Council around compensation and benefits, working conditions, and classification that are in line with the adopted philosophy.



Subject: City of Los Altos Summer Internship Program

Recommendation

Staff recommends the City Council adopt the total compensation philosophy.



ATTACHMENT 1

City of Los Altos Total Compensation Philosophy

PURPOSE

The purpose of the City of Los Altos Total Compensation Philosophy is to offer a transparent, thoughtful policy framework that enables the City Council to make systematic decisions around employee total compensation.

The City of Los Altos is a service organization, and to be successful, must be able to attract and retain competent and qualified employees to meet the demands and desires of the community. To achieve and maintain these high standards of service and performance, the City must employ personnel who exemplify our City's values.

A public service environment that is attractive to such individuals depends upon many factors, including a positive culture, pride in the mission of the organization, teamwork and a collaborative work environment, a competitive total compensation program, and non-monetary benefits such as recognition in the workplace for accomplishments, professional and personal development, and opportunities for promotion. The City is committed to becoming an employer of choice as part of an overall strategy of talent acquisition and development. The overall well-being of employees, work-life balance, and their connection to the City of Los Altos will contribute to the accomplishments and organizational strength of our organization and our community.

The compensation program should aim to attract high-skilled, high-performing employees capable of delivering the types of services the community and residents desire. The City will expect all employees to consistently perform to these standards in their work performance, customer service, ethics, and passion for public service. The City will also strive to administer pay and benefits in a way that is fair and transparent. Employees will understand the process through which their salary is determined and to believe that process is fair. The considerations for salaries will be correlated to work performance, equal pay for equal work.

The City of Los Altos recognizes the importance of our workforce of dedicated and talented professional employees, and is committed to promoting organizational and community values that include exceptional service to the public; consistent and excellent performance; innovation; ethical behavior; while promoting fiscal and environmental sustainability.

TOTAL COMPENSATION DEFINITION

Total Compensation is the sum of salary, benefits, career development opportunities, and the overall well-being afforded to employees. It is a strategic approach to effectively recruit, retain, motivate, compensate, and create a work culture supportive of high performing employees. The Total Compensation Program is designed to reflect the importance of employees' salary, monetary and non-monetary benefits, and professional and personal development.

TOTAL COMPENSATION PROGRAM

The City of Los Altos is committed to a total compensation strategy inclusive of competitive salary and benefits that take into consideration:

- Flexibility that is appropriate for the dynamic challenges facing the City;
- The ability for the City to compete successfully for candidates with skills, abilities and expertise that are valued in the marketplace;



ATTACHMENT 1

City of Los Altos Total Compensation Philosophy

- The Establishment of pay in consideration of similar public and private sector service organizations and relevant recruiting markets;
- Fiscal responsibilities and constraints; and
- Improving employee retention.

COMPENSATION

Our total compensation program is intended to support each department in attracting, retaining, and rewarding high-performing employees. Program objectives are:

- To establish appropriate salaries for positions on the basis of their relative internal worth and external competitiveness within the relevant labor market;
- To reward excellent performance at all levels within budgetary constraints;
- To ensure pay reflects the contribution, content and complexity of work;
- To establish compensation practices, procedures and guidelines that are consistent, fair, flexible, equitable and transparent for the current and future workforce; and
- To establish compensation policy consistent with the allocation of funds entrusted to Los Altos.

In evaluating competitive compensation, the City will take into account:

- Financial sustainability as reflected by the City's financial forecasts and revenue projections, competing service priorities, long-term liabilities, capital improvement and other asset requirements, and fund reserve levels.
- The "relevant labor market" is based upon classification, geographic region (predominately local and/or statewide) services offered, and the competitive marketplace to include public, private, and non-profit comparison.
- Internal equity, defined as the relative value of classifications to one another as determined by the City. The City will compare responsibilities, skill level, knowledge, ability and judgment to determine similarity, and evaluate the equity of pay differentials.



AGENDA REPORT SUMMARY

Meeting Date: March 22, 2022

Subject; Council Legislative Subcommittee Update And Potential Council Action



No written report – Oral report and discussion to take place at the meeting

Reviewed By:

City Manager

CJ

City Attorney

JH

Finance Director

SE



City of Los Altos 2022 Tentative Council Agenda Calendar
March 14, 2022

All items and dates are tentative and subject to change unless a specific date has been noticed for a legally required Public Hearing. Items may be added or removed from the shown date at any time and for any reason prior to the publication of the agenda eight days prior to the next Council meeting.

Date	Agenda Item (Date identified by Council)	Agenda Section (Consent, Discussion Item - note in red if Public Hearing)	Dept/ Date of request to add.
April 12, 2022	REGULAR COUNCIL MEETING		
	Council Goal Setting		
	Mid Year Budget Report		
	Construction Contract Award: Fremont Avenue Pedestrian Bridge Rehabilitation Project, TS-01055 (1)		
April 26, 2022	REGULAR COUNCIL MEETING		
	Financial System Purchase		
	Small Cell Ordinance		Planning
	Tree Policy – tree protection ordinance		
	Return to in-person Council Meeting		
May 3, 2022	Joint Meeting w/Commissions		
May 10, 2022	REGULAR COUNCIL MEETING		
	Resolution Calling for Election (?)		
	FY23 Budget Session	Public Hearing?	
	3rd Quarter Report		
May 24, 2022	REGULAR COUNCIL MEETING		
	Joint Council/Planning Commission Study Session; Draft Housing Element update		
May 24, 2022	Resolution Calling for Election (?)		



City of Los Altos Tentative Council Agenda Calendar
March 14, 2022

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Date	Agenda Item (Date identified by Council)	Agenda Section (Consent, Discussion Item - note in red if Public Hearing)	Dept.
	REGULAR COUNCIL MEETING		
June 14, 2022	Adopt Resolution No. 2022-XX approving the Report of Sewer Service Charges and directing the Filing of Charges for Collection by the Tax Collector	2 Printed Public Hearing - - not less than 10 days - published once a week for two consecutive weeks 5/11/2022 & 5/18/2022	
	FY23 Budget Adoption		
June 28, 2022	REGULAR COUNCIL MEETING		
June 28, 2022	REGULAR COUNCIL MEETING		
July 12, 2022	REGULAR COUNCIL MEETING		
August 23, 2022	REGULAR COUNCIL MEETING		
August 30, 2022	Commission Interviews		
September 6, 2022	REGULAR COUNCIL MEETING		



City of Los Altos Tentative Council Agenda Calendar
March 14, 2022

All items and dates are tentative and subject to change unless a specific date has been noticed for a legally required Public Hearing. Items may be added or removed from the shown date at any time and for any reason prior to the publication of the agenda eight days prior to the next Council meeting.

Date	Agenda Item (Date identified by Council)	Agenda Section (Consent, Discussion Item - note in red if Public Hearing)	Dept.
September 20, 2022*	Year End tentative report – September (if needed)		
	REGULAR COUNCIL MEETING		
October 11, 2022	REGULAR COUNCIL MEETING		
October 25, 2022	REGULAR COUNCIL MEETING		
November 1, 2021	Joint w/Commissions		
November 15, 2022 *	1st Quarter report FY 2021/2022		
	REGULAR COUNCIL MEETING		
November 29, 2022	REGULAR COUNCIL MEETING		
December 6, 2022	CAFR and Year End – 1st meeting December		
December 13, 2022	Special meeting REORG.		

Future Agenda Topics To Be Scheduled....

Proposed City policy that modifies the environmental analysis standard for circulation impacts from a Level of Service (LOS) analysis to a Vehicle Miles Traveled (VMT) analysis.	Public Hearing	
info on Cuesta speed tables		



City of Los Altos Tentative Council Agenda Calendar
 March 14, 2022

All items and dates are tentative and subject to change unless a specific date has been noticed for a legally required Public Hearing. Items may be added or removed from the shown date at any time and for any reason prior to the publication of the agenda eight days prior to the next Council meeting.

Date	Agenda Item (Date identified by Council)	Agenda Section (Consent, Discussion Item - note in red if Public Hearing)	Dept.
	League of California Cities – Role and Representation	Presentation/Discussion	Council Initiated
	Comprehensive multi-modal traffic study (analysis of recent projects projected parking, trip generation, & traffic impacts to actuals; ECR impacts should include adjacent streets)		ES
	Reach Code 2.0		
	Policy of use of City Land by Non-Profits at Civic Center		